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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after APRIL 7TH, 1919, until Further Notice (all previous Time Tables cancelled).

UP TRAINS

STATIONS	No. 2 A.M.	No. 6 A.M.	No. 10 A.M.	No. 4 A.M.	No. 12 P.M.	No. 14 P.M.	No. 16 P.M.	No. 18 P.M.	No. 20 P.M.	No. 22 P.M.	No. 24 P.M.	No. 26 P.M.	No. 28 P.M.
Kowloon..Dep.	6.35	8.00	8.24	9.05	10.00	12.10	1.18	2.33	3.20	4.30	5.40	7.35	
Yaumati..Dep.	6.44	—	—	9.15	10.08	12.19	1.24	—	—	4.38	5.48	7.43	
Shatin ...Dep	6.56	—	—	9.28	10.20	12.30	1.38	—	—	4.50	6.00	7.55	
Taipo ...Dep	7.16	—	—	9 43	10.33	12.43	1.51	—	—	5.04	6.18	8.08	
Taipo Market..Dep.	7.15	—	—	9 43	10.37	12.47	1.55	—	—	5.08	6.17	8.12	
Fanling..Dep.	7.25	—	—	10.00	10.47	12.57	2.02	—	—	5.18	6.27	8.22	
Sheung-shui ...Dep.	7.30	—	9.01	10.05	10.52	1.02	2.13	3.11	—	5.33	5.32	8.25	
Shum-chun ...Arr.	7.36	8.40	9.07	10.11	10.58	1.08	2.16	3.17	4.00	5.39	6.38	8.32	
Canton ...Arr.	—	11.58	—	5.42	—	—	—	—	7.18	—	—	—	

Sundays & Holidays only. Sundays & Holidays excepted.

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 3 A.M.	No. 7 A.M.	No. 5 A.M.	No. 13 A.M.	No. 17 P.M.	No. 19 P.M.	No. 21 P.M.	No. 11 P.M.	No. 23 P.M.
Canton ...Dep.	—	—	—	8.05	—	—	—	—	3.25	—
Shumchun ...Dep.	7.13	7.59	10.34	11.21	11.49	2.23	4.39	5.47	6.42	7.07
Sheungshui ..Dep.	7.20	8.05	10.43	—	11.56	2.40	4.46	5.54	—	7.14
Fanling ...Dep.	7.25	8.10	10.47	—	12.00	2.44	4.50	5.58	—	—
Taipo Market..Dep.	7.33	8.21	10.57	—	12.11	2.54	5.00	6.08	—	—
Taipo ...Dep.	7.40	8.28	11.01	—	12.16	3.00	5.04	6.13	—	—
Shatin ...Dep.	7.53	8.39	11.14	—	12.30	3.13	5.17	6.26	—	—
Yaumati ...Dep.	8.06	8.51	11.26	—	12.42	3.27	5.29	6.38		
Kowloon ...Arr.	8.12	8.57	11.32	12.01	12.48	3.33	5.35	6.44	7.22	7.49

*=For First Class Passengers Only. Will Stop at Any Station on Request

Further information may be obtained at the Railway Offices, Kowloon, from Messrs. Thos. Cook & Son, Ltd., Hong Kong, from The American Express Company, Hong Kong, or from The China Travel Service, 8, Queen's Road, Hong Kong.

By Order,
R. BAKER, Manager.

50]

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4.—Steak and Kidney Pie
5.—Roast Leg of Lamb, Mint Sauce
6.—Curried Lobster
7.—Roast Potatoes
8.—Boiled Potatoes
9.—Green Peas
10.—Mixed Fruit Jelly
11.—Fruit
12.—Tea 13.—Coffee

MUSSOLINI AND HIS TASK.

ITALY'S VITAL NEEDS.

"TELL THE WORLD I WANT PEACE!"

My appointment with Il Duce was fixed for six o'clock in the evening, writes Major E. W. Polson-Newman in the *Observer*. Shortly before the appointed time I drove up to the Palazzo Venezia, presented my permit, without which entry to the closely-guarded precincts is impossible, and was escorted up an ancient and slippery stone staircase to the ante-chamber of Il Capo del Governo. At a few minutes to the hour I was seated in a heavy oak chair, the only occupant of this dimly lighted apartment of the ancient Roman palace. A heavy silence pervaded the building, and the harsh hooting of the Rome taxis seemed miles away. A smartly-uniformed official opened a small door to look in, and then closed it again. The whole setting was heavily impressive. Sharp at six o'clock the double doors were thrown open, and I was ushered through a spacious council chamber to a door held open, by another official. Suddenly I found myself in a vast marble apartment with a slippery marble floor, at the far end of which—about twenty yards away—sat Mussolini alone at his writing-desk. I knew of this form of reception, and so was prepared for it, but I was not prepared for the very kind and human attitude of the brilliant leader of the Italian nation.

Mussolini the Man.

During the private part of our conversation Mussolini showed a keen interest and detailed knowledge of every subject raised, and whenever I mentioned the name of a mutual friend or any subject of special interest to him his eyes lit up. There was none of the fierce autocrat in the man to whom I sat opposite. Although his statements were pronouncements of a man of power, and his expression was one almost of inspiration, he often relapsed into simple humour and showed his love for human nature.

The following is the text of the interview which Signor Mussolini then gave me, and authorised for publication, taking the trouble to sign each page separately.

"You ask whether my task is completed. It is making good progress, but I have not fully carried out what I undertook to do. I intend to remain at my post until my task shall be fulfilled, and, if necessary, until my last breath.

"The Fascist system, which has been in force for eight years, is such that a place has to be found for every small section of the population. Every profession and trade must have its own particular niche, so that each may contribute the maximum amount of energy to the power and efficiency of the State. This means the co-ordination of culture, industry, finance, national defence, agriculture, public health, and a host of other State activities. It means the realisation of all the human energy composing the life of the nation. All this takes time to achieve, and it must have my own personal supervision.

The Transformation of Italy.

"For the completion of the remainder of my task Italy must have peace in which to carry out the all-important work of internal progress. In many directions great work has already been done, and is being done, to increase the cultivable areas of the country, in providing electrical energy to replace the absence of coal in Italy, and to improve communications. Towards these ends the resources of men are being utilised to the fullest extent. All over Italy marshes and swamps, which hitherto were centres of malaria, are being drained and made fit for the cultivation of crops. The results of this so-called *bonifica* policy in the last few years have been most remarkable. Electrical power for transport, irrigation and other purposes is being generated by a vast organisation of power stations in the fastnesses of the Alps, while use is even being made of underground sources of heat in certain districts near Venice. The annual crops are increasing year by year owing to the loyalty and industry of the Italian people, so that Italy is becoming more self-supporting and can provide more and more employment for her increasing population. The country must be made as fertile as it can be made, it must yield the maximum crops, and it must feed and employ the maximum number of people. Nothing less will satisfy me in this direction.

The Charge of Imperialism.

"For the internal progress vital to the welfare of the nation peace is absolutely essential, although the geographical position of Italy makes it necessary that Italians should be prepared to defend their country against such potential enemies as exist to east and west. But Italy wishes to be on the best terms with all her neighbours. Even with the Austrians, who were among our bitterest enemies, we are now on the most friendly terms. Our enmity has been obliterated, and our differences no longer exist. There has been much talk in many countries of the aggressive designs of Italy and of her imperialistic aims for the future. Those who give expression to such ideas merely show how little they appreciate Italy's vital needs and the policy which it is essential that I should follow. The prestige of Italy and her position in the world have improved very considerably in recent years, but I hope to see a further improvement in this respect. Yet, to accomplish our object, we must have peace.

"Those who oppose Fascism do so because the means which I employ to achieve my purpose are at variance with their Liberal or Socialistic creed. They condemn my methods, but they shut their eyes to the results achieved in the last eight years. My policy is not aggressive, and you have my authority to tell the people in England and elsewhere that I want peace above all things.

"You ask whether I ever get tired. No, I cannot say that I ever do, but I so arrange my work that there is constant variation of subject, and I have to deal with so many subjects that one kind of work provides relief and recreation from the others. Then, I take a good deal of outdoor exercise. Every day I do riding, and I play football at home with my boys."

Diary of Coming Events.

To-day.
(August 1.)

Christian Fellowship Meeting, Helena May Institute, 10 a.m.

Queen's Theatre: "Night Ride."

World Theatre: "Red Hot Speed."

Star Theatre: "Shakedown."

Central Theatre: "Canary Murder Case."

Majestic Theatre: "Forgotten Faces."

Water Polo:—1st Div.: C.B.C. *v.* Chinese Athletic Association; 2nd Div.: 12th Heavy Battery *v.* Somersets.

Dinner Dance: Peninsula Hotel, 6.30 p.m.

European Mails:—Inward: Europe *vid* Siberia (Kalyan). Outward: Europe *vid* Siberia (Kashmir), 10.30 a.m.

Tides: High, 2.41 a.m. and 3.07 p.m.; Low, 8.14 a.m. and 8.43 p.m.

Saturday.
(August 2.)

Golf: Happy Valley, Summer Meeting, V.R.C. Night Fete.

Queen's Theatre: "Night Ride."

World Theatre: "Red Hot Speed."

Star Theatre: "Shakedown."

Central Theatre: "Canary Murder Case."

Lawn Bowls:—1st Div.: C.C.C. *v.* Taikoo R.C., K.C.C. *v.* C.S.C.C., Kowloon Docks R.C. *v.* Police R.C., Kowloon B.G.C. *v.* Recreio. 2nd Div.: Taikoo R.C. *v.* C.C.C., C.S.C.C. *v.* K.C.C., Recreio *v.* Kowloon B.G.C., Royal H.K.Y.C. *v.* Electric R.C.

Tea Dance: Peninsula Hotel, 4.30 p.m.

Dinner Dance: Repulse Bay Hotel, 6.30 p.m.

European Mail:—Outward: Europe *vid* Marseilles (Kalyan) 10.30 a.m.

Tides: High, 3.30 a.m. and 4.32 p.m.; Low, 10.08 a.m. and 9.28 p.m.

Sunday.
(August 3.)

Golf: Captain's Cup, Happy Valley.

Queen's Theatre: "Nix on Dames."

World Theatre: "Westward Ho," Part 3 (Chinese film).

Star Theatre: "Partners Again."

Central Theatre: "Charming Sinners."

Farewell Dinner to "Hermes" supporters by Fanling Hunt and Race Club, at The Hunters' Arms.

Tides: High, 4.22 a.m. and 6.21 p.m.; Low, 11.53 a.m. and 10.16 p.m.

Monday.
(August 4.)

Golf: Happy Valley, Summer Meeting.

Queen's Theatre: "Nix on Dames."

World Theatre: "Westward Ho," Part 3 (Chinese film).

Central Theatre: "Charming Sinners."

Water Polo:—1st Div.: Kowloon S.C. *v.* Somersets. 2nd Div.: Kowloon S.C. *v.* V.R.C.

European Mail:—Outward: Europe *vid* Victoria (Pres. McKinley) noon.

Tides: High, 5.16 a.m. and 8.12 p.m.; Low, 1.9 p.m. and 11.7 p.m.

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25 HATS ... ... VALUE: $25
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From PARIS
EXQUISITE FROCKS
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SUMMER DAYS

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Printed Crepe-de-Chine
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Plain Georgette.

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Exclusive Designs in Latest Modes.

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LANE, CRAWFORD, LTD.

WOMAN'S PAGE.

A SUMMERY TRIO.

The essence of chic and coolness are expressed in the above charming cotton dresses.

SLEEVELESS COATS.

NEW EVENING FASHION.

A pretty new fashion, the sleeveless coatee, has been introduced to wear with the long-skirted evening gown, and to replace the separate short velvet bridge coat which is not so fashionable as it was last season. Its popularity proved its downfall, for it was reproduced too often in cheap velveteen, and smart women, therefore, discarded it, useful as it was.

The fashion for the evening ensemble, with a little coat of the same material as the frock, is another reason for the passing of the bridge coat. However, a separate short coat or coatee is a very desirable addition to the evening wardrobe, especially this season, when backless frocks are the vogue. A little coat is meant to be slipped on between dances, or during dinner, to give warmth to the frock with the low-backed decolletage.

Fashioned of brocaded lamé, the sleeveless coatee usually matches in colour the frock with which it is to be worn. Floral velvet may also be used in this way, and plain velvet of a slightly darker tone than the accompanying frock. A black velvet jacket, with a white chiffon or satin frock, would form a striking contrast.

CAPE COLLARS.

RETURN OF THE BERTHA.

Capes and Bertha collars are enjoying great popularity, especially for evening wear. The present fashion for dance frocks tends to soften the rather hard line at the neck formed by the low back decolletage now fashionable, and for this reason the soft Bertha collar and cape effect have been introduced.

Deep cape collars are seen on many of the new season's frocks. Lace of blonde and beige tints is much used in this way on dark satin and georgette frocks for afternoon and dinner wear. Lace evening gowns also have deep cape collars, or berthas, which are really small capes. A return to the 1830 neckline is also a feature of the present evening fashions. Frocks with narrow straps supporting the bodice have berthas of the same material as the frock, made in a circular shape, and coming well down over the arms, leaving the shoulders exposed. This fashion is suited only to such sheer materials as chiffon, lace, and georgette. The heavier fabrics, such as moire, satin, and lame, have their capes sewn on to the shoulders and hanging at the back, or else a cape effect is given by a bolero.

WHEN YOU BUY STOCKINGS.

Most of us, of course, simply shirk the problem of buying stockings. We wait until one morning the stocking drawer shows us a discouraging mass of just-not-wearable stockings with tiny holes in conspicuous places; or, worse still, those treacherous weak spots where a ladder is certain to appear the very moment we encounter the lunch companion we have put on our prettiest to impress!

Then we dash into the nearest shop, not in the calmest of moods, and choose in haste a couple of pairs we shall repent at leisure and wear out at home.

Alternatively we walk through a large shop at sale time and, catching a sight of a display of silk stockings "marked down" from a higher price than we commonly dare pay, we content ourselves with a colour which is just not right—and there goes all hope of true smartness for the next two months at least!

No: the only way for a girl with the kind of dress allowance most of us have really to succeed with stockings is to budget for them in advance along with the bulk of the year's clothes.

The first thing you discover when you face boldly up to the stocking problem on this plan is the cheering fact that you can afford a slightly higher price—and consequently smarter stockings—than you thought you could. For, since good British silk stockings of a well-known brand last more than twice as long as cheaper foreign stockings, you need only half the number of pairs.

So much easier to keep darned and generally in order, too!

It is safe to say that three pairs and these alone will last you four months at least for everyday wearing. Remember that at the end of this time you can, if you have wisely kept to one good fashionable colour, "pair up" the survivors of this arduous regime and carry them over to the next four months.

"British Make" Best.

You will be wise, as well as patriotic, to stick to British silk stockings. Now-a-days British silk stockings unite with the reliable strength and durability for which they have always been famed the daintiness of texture and the refinements of shaping which one has hitherto been accustomed to expect from Continental stockings.

The foot, for example, is in the better-known makes now scientifically fashioned on the Continental model—that is, with a single perfectly flat, imperceptible underfoot join in place of two clumsy side seams. This allows of more accurate shaping at toe and heel, and thus makes for added wear as well as greater comfort.

British dyes have always been renowned for their perfect washing qualities; streakiness never appears—even under provocation of unskilful washing, with a good British silk stocking.

Thank Bovril for Goodness

WHITEAWAY'S SALE

LADIES—
DO NOT MISS
THE WONDERFUL VALUES OFFERED IN
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ALL SIZES
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IN VARIOUS MAKES

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THOUSANDS OF PAIRS OF CHILDREN'S SOCKS
AT
BARGAIN PRICES.
CALL AND INSPECT.

WHITEAWAY, LAIDLAW & CO., LTD.

ROUND THE SHOPS.

[By "EVE."]

Lane, Crawford's have just received a wonderful collection of afternoon and evening frocks—really some of the nicest that I've seen this Summer. One that specially attracted me was a coat-frock in georgette trimmed with wide écru lace on a flared skirt. Another delightful model was a "princess" evening dress in canary silk lace with flared peplum attached to a long gathered skirt—perfectly ideal for dancing these hot nights. Another gem of a frock was of black georgette with a large red rose design. It had a circular skirt with let-in flares and a most becoming half-length coat of the same material. I also noticed a wonderful cherry and black georgette frock *à la princess*. Shirred at the waist and flaring very low, it ends in fishtail flares, and has a half cape effect finishing off the neck.

Whiteaway's are in the midst of their Summer Sale, and some amazing bargains are being offered. Ladies' white canvas shoes, which are as fashionable as ever, are priced at $2.50 a pair, while dress materials such as voiles, Tobralco, and ginghams in gay colours and checks are as low as $1 a yard. I thought the handkerchiefs very cheap, especially those packed six in a box priced at $2—a very suitable gift by the way. One counter is a mass of all kinds of lace; I picked up a few very nice bits which I'm going to use on dresses and lingerie. One quality of 42-inch silk lace I noticed was marked $2.50. The remnant sale alone is worth a visit; I spent a very profitable quarter of an hour at the remnant counter—I had almost to be dragged away.

Dolly Vardon's sale is still in full swing and will continue for another ten days during which time some wonderful bargains will be offered. For example, hats which arrived only a few weeks ago and which, before the sale, were priced at $25 are now marked $7.50, and those previously valued at $15 to $18 are going for $5. Dolly Vardon is making a clean sweep of all her Summer hats and dresses to make way for new season's goods. A visit to this cosy little salon is positively a revelation.

Maison Marnac. I get quite a thrill every time I pay my weekly visit to this delightful salon—the home of frocks that are "different." Maison Marnac carries no big stocks as each dress is "created" for the individual wearer, and different types are expressed in the very latest modes. I saw shown an exquisite frock in flame-coloured ninon; a draped effect was given by long flares and the cape extended right to the waist—a truly delightful and striking creation.

Pioneer. Some of the smartest stockings this season come from this excellent store. In addition to "Kayser," "Holeproof" and "Marquise," they have recently stocked the celebrated "Ipswich" brand. This is a very fine mesh stocking of flawless quality and finish with the point heel which gives the slendar ankle effect. "Ipswich" stockings can be had in a great variety of the latest shades. I was very much taken by some newly-arrived Chinese pyjamas; one very fetching pair was in blue *crêpe de chine* embroidered in a dragon design of beige and brown. As for the kimonos in this store, I could spend hours just looking them over if I had the time.

Sincere's are having a special sale of children's Summer washing frocks. Youngsters' clothes look particularly interesting at the moment. These lucky little people never seem to have to wait for their new fashions as we do; there are always new ideas to be picked up for them, even at times like the present when our wardrobes are at a standstill, waiting for the new season's styles. This fact is borne out at Sincere's where a very wide choice of children's clothes is being shown. One little print dress noticed was in white, blue, and mauve with a leather belt attached. It was marked at $3.60 which will give you an idea of the prices ruling. The small baby is also well-catered for in a variety of sweet little frocks in muslin, cambric and silk with embroidery and smocking and lovely wee bonnets to match.

SPECIAL SALE of Children's Summer Washing Frocks.

Dainty Dresses for Every Occasion.

The SINCERE Co., Ltd.

LATE NOTES ON NOVEL FASHIONS.

It has been said that this season's fashions are not so youthful as they might have been, and that with added inches we have also added years.

Conversely we might also add that shortened coats are the embodiment of youth, for surely nothing could look more juvenile than a little Eton jacket. It is accompanied by a skirt with inverted pleats, that, while maintaining a slim look about the hips allows perfect freedom for walking.

A most original arrangement of tucks characterises the charming tennis dress. They decorate the little vest and are inset as a broad band about the waist.

Tucks are much used these days, very often on the wrong side of the material, so that only a line shows on the right side. Any and every type of frock may be trimmed, one way or another, with tucks.

A scarf of silk is tied loosely at the natural waistline. The flared skirt allows freedom of movement as well as being the latest vogue in sports wear.

DO YOU KNOW?

Re-liven "left over" soup, and it will taste just as good as if freshly made.

Cold coffee can be warmed up to advantage if a small piece of fresh butter and a tiny pinch of cinnamon are added to it.

Flavour white meats such as veal or pork with a little pounded mace when recooked.

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When Food Makes No Appeal . . . .

A failing appetite is one of Nature's danger signals. It is a warning that all is not well with your digestion—that your system is not freeing itself punctually and thoroughly of its daily waste. It is this condition which Eno's "Fruit Salt" corrects.

Eno simply flushes and effectively cleanses the whole intestinal tract and so prevents the inner sluggishness which leads to poor appetite and indigestion. That is why Eno first thing every morning will stimulate your keenness for meal times and enable you to enjoy every morsel of your food.

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1 Princes Building, Hong Kong.

WOMAN'S PAGE

YOUR CHILDREN'S MEALS.

WHAT TO EAT—AND WHY.

Opinions differ greatly on the subject of the kind of food that is suitable for small children. For instance, some experts advise one half of a lightly boiled egg for children of a year and a half, while other experts strongly disapprove of eggs being given to children until they are three or four years old.

There is also a difference of opinion between the experts as to the wisdom of giving children fried bread.

There are in fact several schools of thought; they disagree as to when solids should be added to the milk diet, what these should consist of and the correct amount.

One says that a baby of nine months should be on a four-hour full milk diet, consisting of eight ounces of warm milk, to be given at 7 a.m., 11 a.m., 3 p.m., 7 p.m., and 11 p.m. While another tells you that full milk diet must not be given until the child is seventeen months old. Most people, however, agree that when a child is about nine months old it is time to begin feeding him with a spoon, and the milk should be in a cup.

Rusks to Chew On.

The introduction of semi-solid food into a small child's diet depends so much on the individual child and his digestion that it is almost impossible to law down hard-and-fast rules that are practical for every child.

Mothers must use their own discretion and common sense. Each new food should be introduced by giving one or two teaspoonfuls, watching the effect of this on the child, and if his digestion is not upset, gradually increasing the quantity to two or three tablespoonfuls.

Small quantities of thin gruel, cereal jellies, and orange juice are usually the first semi-solids to be given to infants, and a hard baked crust is a good thing for them to chew on.

Sieved potatoes and green vegetables with gravy, custards, milk puddings, lightly boiled eggs are gradually added to the diet, and by the time the child is two years old he is taking meals with the family. Even now he must have the slightest kind of meals, and when meat is added to his diet it must be a very small quantity scraped or finely minced.

Summer Months.

It seems to me that the trouble with most diet experts is that they give the menus for children of various ages, each one equally good in its own particularly way, but none of them takes the weather into account.

For instance, a breakfast of porridge and milk, a small slice of toast fried in bacon fat or dripping, a small slice of bread and butter, washed down with a cup of milk, is a very good breakfast for a small child of three or four years old during the winter, but not very suitable for the same small child during the summer months.

I prefer a breakfast of cold crisp toast with butter, cereal with milk, a cup of milk, and a raw apple.

This seems to me a more suitable breakfast at this time of year, although the first one is admirable for the winter.

The midday meal should consist of green vegetables and mashed potatoes with gravy, a little finely minced meat once a weak, and a little pounded boiled fish or brains or chicken.

Again, less meat should be given during the summer months. Milk pudding is good during the winter, but custard, stewed prunes, stewed fruit and junkets are more suitable as sweets now.

A cup of milk may be given for the midday meal, and all children should be allowed to drink as much water as they want, which is likely to be a good deal during the summer.

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MOTOR TAXATION.

LOCAL LEVIES COMPARED WITH OTHERS.

HOW THE PETROL TAX WILL WORK.

The following is a report by the Inspector-General of Police on existing taxation of motor vehicles in Hong Kong as compared with taxation in force in neighbouring and other countries:—

Since the inception of motor taxation in Hong Kong the rates of taxation have been based on the weight of the vehicle.

A Committee was formed in 1923 to consider the basis on which the tax on motor vehicles should be assessed. The Committee recommended a tax on horsepower. This is, however, not considered to be a satisfactory form of motor taxation, and it has since been decided that the best method would be to place a tax on petrol, leaving the annual registration fees based on the weight of the vehicle, or in the case of public vehicles at a nominal figure with a seating tax.

COMPARISON OF FEES.

Motor Cycles.

	Per annum.
Hong Kong:—	
solo	$19
with sidecar	$16
Canton	$40
Shanghai	Tls. 20
Singapore	St.$18
Federated Malay States:—	
under 5 H.P.	St.$19
over 5 H.P.	St.$18

Private Motor Cars.

Hong Kong:—	
not exceeding 16 cwt.	$16
exceeding 16 cwt. and not exceeding 30 cwt.	$24
exceeding 30 cwt. and not exceeding 60 cwt.	$48
Canton	$120
(A flat rate irrespective of weight.)	
Shanghai:—	
Up to 1,000 lbs.	Tls. 40
1,001 to 1,500 lbs.	Tls. 44
1,501 to 2,000 lbs.	Tls. 48
2,001 to 2,250 lbs.	Tls. 52
2,251 to 2,500 lbs.	Tls. 56
2,501 to 2,750 lbs.	Tls. 60
2,751 to 3,000 lbs.	Tls. 64
3,001 to 3,500 lbs.	Tls. 80
3,501 to 4,000 lbs.	Tls. 100
4,001 to 4,500 lbs.	Tls. 120
4,501 to 5,000 lbs.	Tls. 140
5,001 lbs. and over	Tls. 160
Singapore:—	
Not exceeding 7 H.P.	St.$15
Do. 11 H.P.	St.$36
Do. 16 H.P.	St.$42
Do. 20 H.P.	St.$48
Do. 30 H.P.	St.$60
Exceeding 30 H.P.	St.$84
Federated Malay States:—	
Under 10 H.P.	St.$24
,, 16 H.P.	St.$36
,, 20 H.P.	St.$60
,, 25 H.P.	St.$84
25 H.P. and over	St.$124

From the foregoing it will be seen that the present rates charged in Hong Kong compare very favourably with those charged in neighbouring ports. A car weighing one ton would be taxed in Hong Kong at $24, Canton $120, Singapore St.$42, and Shanghai Tls. 52.

Public Cars and Taxis.

	Per annum.
Hong Kong:—	
not exceeding 30 cwt.	$ 72
exceeding 30 cwt. and not exceeding 60 cwt.	$120
Canton:—	
Large Car	$180
Small Car	$154
Shanghai:—	
Up to 1,000 lbs.	Tls. 60
1,001 to 1,500 lbs.	Tls. 66
1,501 to 2,000 lbs.	Tls. 72
2,001 to 2,250 lbs.	Tls. 78
2,251 to 2,500 lbs.	Tls. 84
2,501 to 2,750 lbs.	Tls. 90
2,751 to 3,000 lbs.	Tls. 96
3,001 to 3,500 lbs.	Tls. 120
3,501 to 4,000 lbs.	Tls. 150
4,001 to 4,500 lbs.	Tls. 180
4,501 to 5,000 lbs.	Tls. 210
5,001 lbs. and over	Tls. 240
Singapore:—Horse Power Tax plus a seating tax of St.$15 per annum per seat for 1st Class and St.$24 per annum per seat for 2nd Class.	
Federated Malay States:—The same fees as for a private vehicle plus a seating tax of St.$12 per annum for each person authorised to be carried.	

New proposals for the taxation of public motor vehicles and taxis in Hong Kong have been formulated. These are: Registration fee of $5 per annum plus a seating tax of $5 per seat per annum.

Motor Buses.

	Per annum.
Hong Kong:—	
not exceeding 40 cwt.	$120
exceeding 40 cwt.	$240
plus a seating tax of $10 per seat.	
Shanghai:—Tls. 400 per annum plus a sliding scale fee of Tls. 40 to Tls. 800 per route mile traversed.	
Singapore:—Horse Power Tax plus a seating tax of St.$24 per annum per person seated.	
Federated Malay States:—Horse Power Tax plus a seating tax of St.$12 per annum per person seated.	
England	£122.7.0
Belgium	£ 16.0.0
Germany	£ 42.7.0
France	£119.0.0
Ohio	£ 59.7.0
New York	£ 14.7.0

The new proposals regarding this class of vehicle are:—Registration Fee for all weights, $5 per annum; Seating Tax, $10 per seat per annum.

Motor Lorries.

	Per annum.
Hong Kong:—	
Solid tyred Lorries under 15 cwt.	$ 24
over 15 cwt. and under 50 cwt.	$120
over 50 cwt. and under 90 cwt.	$240
Pneumatic tyred Lorries under 90 cwt.	$ 24
Canton	$214
Singapore:—	
Solid tyred Lorries	St.$480
Pneumatic tyred Lorries	St.$320

	Per annum. Pneumatic Tyres.	Solid Tyres.
Federated Malay States:—		
Not exceeding 1 ton	St.$ 60	St.$120
Exceeding 1 ton and not exceeding 2½ tons	St.$120,	St.$240
Exceeding 2½ tons and not exceeding 4½ tons	St.$240	St.$480
Exceeding 4½ tons and not exceeding 6 tons	St.$420	St.$840
Exceeding 6 tons and not exceeding 10 tons	St.$600	St.$1,200

Shanghai:—
Pneumatic tyred lorries not exceeding 4,000 lbs.: Tls. 56 per annum.
4,001 to 10,000 lbs. rising from Tls. 60 per annum by Tls. 4 per 1,000 lbs. to Tls. 80 per annum.
10,001 lbs. to 20,000 lbs. rising from Tls. 83 per annum by Tls. 6 per 1,000 lbs. to Tls. 160 per annum.
All vehicles not fitted with pneumatic tyres to pay an additional 20 per cent.

Tax on a 4-ton Lorry in:—	
England	£104.0.0
Belgium	£ 16.0.0
Germany	£ 39.6.0
France	£ 11.2.0
Ohio	£ 33.0.0
New York	£ 8.0.0

	Per annum.
The proposed new scales for pneumatic tyred Lorries in Hong Kong are:—	
under 50 cwt.	$ 60
over 50 cwt.	$120
For solid tyred vehicles 100 per cent. in excess of the present fees i.e.:—	
under 50 cwt.	$240
over 50 cwt.	$480

Petrol Tax.

The following amounts have been taken in estimating the amount of petrol consumed by the various classes of motor vehicles:—

	Per month.
Private Cars average consumption	30 gallons
Motor Cycles average consumption	10 gallons
Public Cars average consumption	60 gallons
Lorries average consumption	60 gallons
Buses average consumption	462 gallons

Estimated effect of the revision of public car, 'bus and lorry fees and the introduction of a tax of 15 cents per gallon on petrol on the revenue derived from motor vehicles:—

Estimated Revenue 1930 from		Estimated Revenue after revision of fees	Petrol Tax	Total Revised Fees and Petrol Tax
Motor 'Buses	$ 76,706	$ 41,455	$135,650	$177,035
Public Cars	16,491	7,465	31,292	38,757
Private Cars	34,946	34,946	72,792	107,738
Motor Cycles	4,810	4,810	6,516	11,326
Motor Lorries	24,764	53,720	45,468	99,188
	$161,717	$142,426	$291,618	$434,044
		Present revenue		$161,717
		Estimated net increase		$272,327

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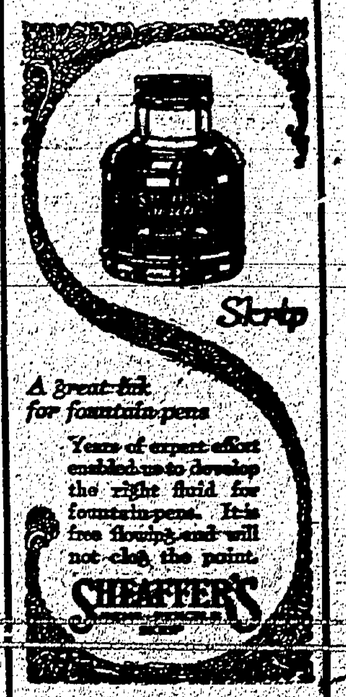

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Mick the Miller, favourite, and a dog of romance—he was owned as a puppy by an Irish priest—was backed to win not only in Britain, but in America and France. And Ireland was on it to a man.

Just before the race the stadium was seething with excitement, but there was little betting on any dog other than Mick.

Then there came the parade round the track and then the "off."

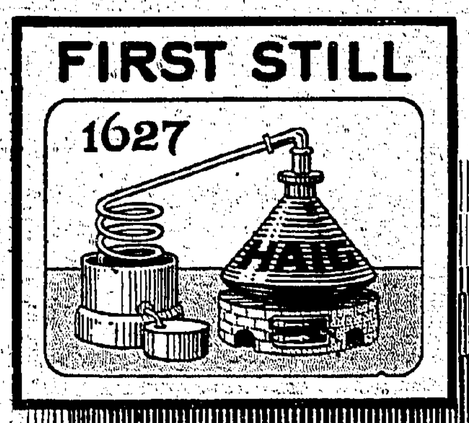
"Mick the Miller!" shouted the 50,000 spectators.

The spectators went mad. They cheered and waved their arms and flung their hats in the air when it was seen the favourite had kept the running. Even those who had backed other dogs were smiling.

When Mick the Miller was led off the track after the race it was greeted with vociferous applause.

After the King of Spain had presented the trophy to Mrs. Kempton, Lady Chesham presented a cup to the winner's trainer.

When racing was over Mr. A. H. Kempton, the husband of Mick the Miller's owner, gave a champagne party in the members' lounge to celebrate the victory.



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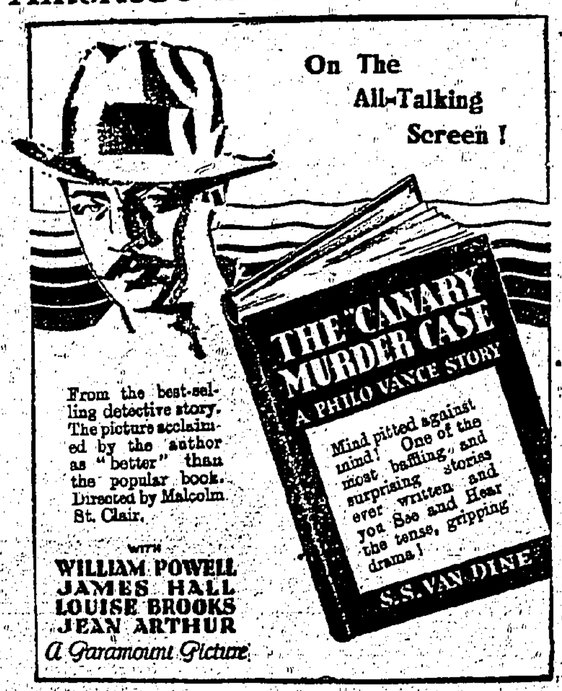

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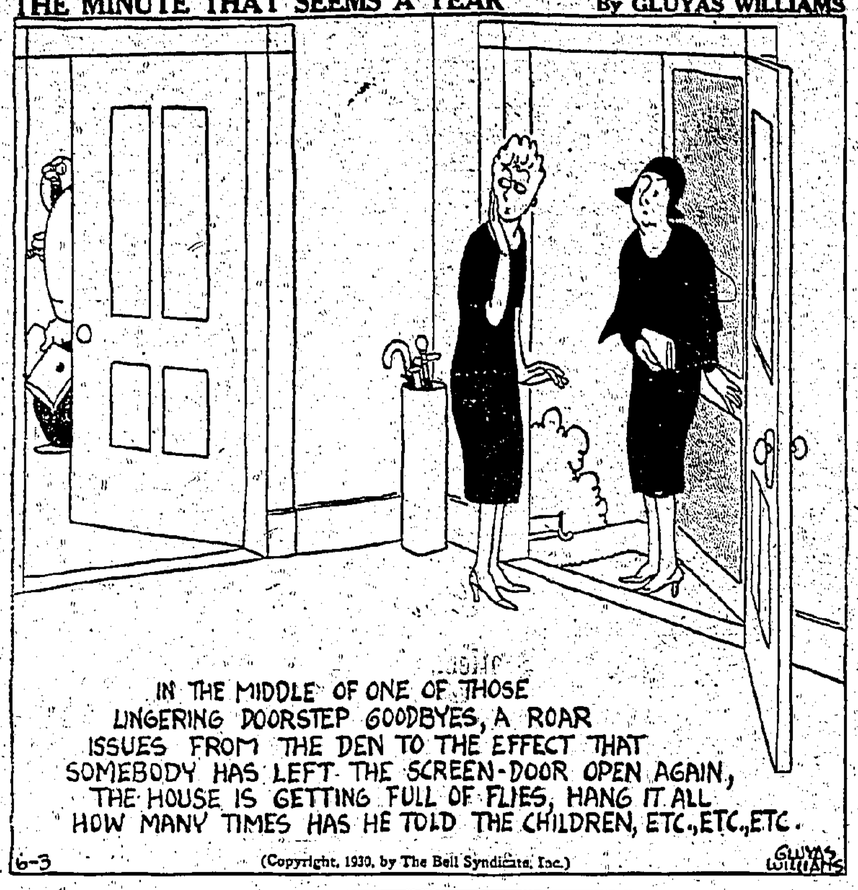
THE MINUTE THAT SEEMS A YEAR By GLUYAS WILLIAMS



IN THE MIDDLE OF ONE OF THOSE LINGERING DOORSTEP GOODBYES, A ROAR ISSUES FROM THE DEN TO THE EFFECT THAT SOMEBODY HAS LEFT THE SCREEN-DOOR OPEN AGAIN, THE HOUSE IS GETTING FULL OF FLIES, HANG IT ALL HOW MANY TIMES HAS HE TOLD THE CHILDREN, ETC., ETC., ETC.

6-3 (Copyright, 1930, by The Bell Syndicate, Inc.) GLUYAS WILLIAMS

PIRATES' FIGHT WITH GUNBOAT.

JUNKS HELD UP NEAR SWATOW.

Pirates are still active between Bias Bay and Swatow, according to a Chinese report from Swatow. Three cargo junks were held up quite recently. The following are the details:—

On Monday eighteen cargo junks left Swatow and sailed together under the escort of a gunboat provided by the local merchants. Three of the junks, which were sailing far ahead of the rest of the vessels, encountered over ten pirate vessels, when they arrived near Wuyu. They were held up and forced to moor along the shore where they were thoroughly ransacked.

The other vessels and the gunboat soon came up and the latter fired at the pirate vessels which returned the fire. Another gunboat happened to pass by and participated in the fighting, and eventually the garrison troops at Wuyu arrived on the scene.

The fighting lasted the whole afternoon, but eventually the pirates were, owing to shortage of ammunition, forced to retreat.

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TO-DAY & TO-MORROW

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WILLIAM POWELL
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11 to 11.30 a.m.—Commercial News.
11.30 a.m. to 12.30 p.m.—Chinese record programme.
12.30 to 2 p.m.—European programme of Columbia records selected and supplied by Messrs. Anderson Music Co.
6 to 7 p.m.—Chinese record programme.
7 to 9 p.m.—European programme of Columbia records selected and supplied by Messrs. Anderson Music Co.:
Carmen—Selection, B.B.C. Wireless Symphony Orchestra.
Prelude in C Sharp Minor and Tannhauser—O Star of Eve, Squire Celeste Octette.
Pagliacci—Prologue, Harold Williams (Baritone).
The Student Prince—Vocal Gems, The Student Prince Co.
Chanson Triste and Chant Sans Paroles, Court Symphony Orchestra.
The Enchantress and The Erl King, Muriel Brunskill (Contralto).
The Thin Red Line—March and The Firefighters—March, H.M. Grenadier Guards.
The Meanderings of Monty—Monty on Fashions and Monty on Burglars, Monologue by Milton Hayes.
Gavotte, from "Mignon" and La Cinquantaine, Squire Celeste Octette.
Two Eyes of Grey and The Garden of Your Heart, Charles Harrison (Tenor).
Chant Hindou and Minuet, Violin Solo by Bernard Reillie.
Lido Lady—Atlantic Blues and Here in My Arms, Phyllis Dare and Jack Hulbert.
No, No, Nanette—Vocal Gems, Columbia Vocal Gem Chorus.
The Real Guy and Domestic Blisters, Talking by Billy Bennett (Comedian).
The Turkish Patrol and The Smithy in the Woods—Musical Idyll, H.M. Grenadier Guards.
I Know of Two Bright Eyes and The Floral Dance, Rex Palmer (Baritone).
Martial Moments—March Medley, H.M. Grenadier Guards.
9 p.m.—Weather report, time and local news.

STUDIO CONCERT.

9.05 p.m.—
1. (a) "Hilo March" and (b) "Na Loi O Hawaii," The Hilo Harmony Trio.
2. (a) "Rose in the Bud" (Forster) and (b) "My Prayer" (Squire), Mrs. G. McLeod, Mezzo-Soprano.
3. Mr. V. Labrum, Entertainer.
4. (a) "Wolf" (Shield) and (b) Friend O' Mine (Sanderson), Mr. G. McLeod, Baritone.
5. Syncopation at the Piano, Mr. G. True.
6. Song (Selected), Madame Hamilton, Contralto.
7. (a) "Am I Blue" and (b) "Sun Kissed Hawaii," The Hilo Harmony Trio.
8. Mr. V. C. Labrum, Entertainer.
9. (a) "Comin' Through the Rye" (Barns) and "An Eriskey Love Lilt" (Marjory Kennedy Fraser), Mrs. G. McLeod, Mezzo-Soprano.
10. (a) "Rolling Down to Rio" (E. German) and (b) "Factotum" "Barber of Seville" (Rossini), Mr. G. McLeod, Baritone.
11. Song (Selected), Madame Hamilton, Contralto.
12. Further Syncopation by Mr. True.

At the Piano:—Miss McNeillie, Mr. J. Fountain and Mr. C. Dudley Bartlett.

10.45 p.m. (approx.)—Close down.

THE SILVER SCREEN.

PRESSMEN AND GUNMEN.

Those of our readers who may be interested in a mildly curious way in the strenuous profession of journalism will get at the Queen's Theatre some idea—how accurate we need not say—of the desperate risks run by a reporter in the execution of his duty. "Night Ride" is a thrilling story of gunmen and Pressmen. It seems from this picture that a reporter cannot be quite even sure of getting a day off to get married without a remorseless editor interrupting the proceedings with orders to go after what he calls a "good story."

In the film now showing at the Queen's we see the "star" reporter rushed from the side of his blushing bride into the sordid underworld, where he is told that not only his own life, but that of his young wife, is in peril as a result of his professional inquisitiveness regarding a recent murderous "hold-up." In the end the young reporter—as is only right—comes out on top, with a first-class "scoop" for his editor, and with the gunman safely under arrest, ready for his deserts. A very lively and thrilling story.

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"Harrigan" Song Revived.

"Harrigan-That's Me'." The old song, a favourite number twenty years ago, might well be the "theme song" of the newest Fox Movietone all-talking and singing production, "Nix On Dames," which comes to the Queen's Theatre on Sunday. The tune was written for Edward Harrigan, the senior member of the famous team of Harrigan and Hart—and his son, William Harrigan, plays one of the three leading *rôles* in the picture. The song was frequently played on the set during production. Mae Clarke and Robert Ames share the other principal *rôles* of the picture, which Donald Gallaher directed.

JOSEPH SCHILDKRAUT

Presented by CARL LAEMMLE

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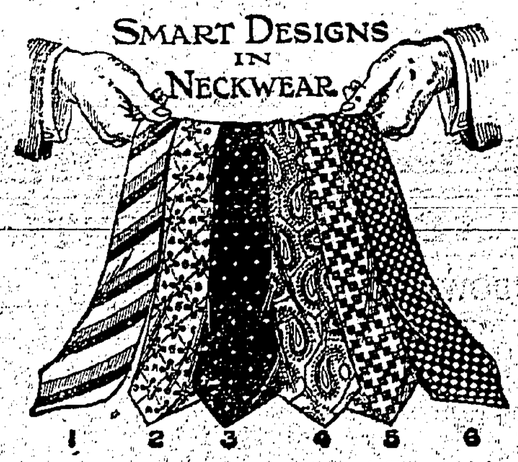

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LEGISLATIVE COUNCIL.

THREE BILLS PASS FIRST READING.

INCORPORATION OF SAILORS' HOME AND MISSIONS TO SEAMEN.

Three new Bills passed their first reading at a meeting of the Legislative Council held yesterday. Two others passed their second and third reading.

The Hon. Dr. Kotewall brought up a question of increasing the present scale of rickshaw fares and asked whether, with the present high cost of living, the scale should not be brought to a higher level. The Government consider the question of a revision of the charges unnecessary.

That the owners of the Central Theatre are anxious to protest the interests of their patrons is reflected in their objection to the erection of a latrine near their theatre. The objections were on three grounds, but Government made a statement in which they met all the objections raised by the theatre, pointing out that no inconvenience would be imposed.

The full report of the meeting is given below.

NO INCREASE IN RICKSHAW AND CHAIR FARES.

There were present:—

Sir William Peel, K.C.B., C.M.G.
Major-General J. W. Sandilands, C.B., C.M.G., D.S.O.
Hon. Mr. E. R. Hallifax, C.M.G., C.B.E.
Hon. Mr. C. McI. Messer, O.B.E.
Hon. Mr. H. T. Creasy, C.B.E.
Hon. Mr. E. D. C. Wolfe, C.M.G.
Hon. Mr. C. G. Alabaster, K.C., O.B.E.
Hon. Dr. A. R. Wellington.
Hon. Mr. A. E. Wood.
Hon. Commander Hole, R.N. (retired).
Hon. Sir Shou-son Chow.
Hon. Dr. R. H. Kotewall, C.M.G., LL.D.
Hon. Mr. J. Owen Hughes.
Hon. Mr. J. P. Braga.
Mr. Mr. C. Gordon Mackie.
Hon. Mr. J. J. Paterson.
Hon. Mr. Paul Lauder.
Hon. Dr. S. W. Tso, O.B.E., LL.D.

No Increase in Rickshaw and Chair Fares.

The Council commenced its business with a question by Dr. Kotewall to the following effect:—

In view of the prevailing high cost of living, will the Government review the scale of fares prescribed in clause 84 of the Regulations made by the Governor-in-Council under the Vehicles and Traffic Regulation Ordinance, 1912, in respect of public chairs and jinrickshas with the view to making a reasonable increase in such scale?

The Colonial Secretary replied as follows:—

The Government sees no reason at present to consider the question of a revision of the scale of the fares in question, which, after remaining unchanged for many years, were raised to the present level in 1924. It is pointed out that the licence fee for public jinrickshas has, so far as the Island of Hong Kong is concerned, only recently been reduced by paragraph 3 (d) of Government notification 376 of June 17, 1930.

The Colonial Secretary then moved the adoption of the report of the Finance Committee (No. 8) dated June 26, 1930. This was duly adopted.

Objections to Public Latrine.

The Colonial Secretary then moved the following resolution:—

Whereas application has been made by the Sanitary Board to the Governor under section 167 of the Public Health and Buildings Ordinance, 1903, for the erection of a public latrine on the east of Ladder Street at its junction with Lower Lascar Row.

And whereas such application having been duly approved by the Governor and a notification of the intention to erect a public latrine at such site, having been duly published in three successive numbers of the *Gazette*, a certain owner and occupier of the property in the vicinity has objected to such erection;

And whereas such objection has been duly considered:

It is hereby resolved by this Council that the above mentioned site and the erection thereon of a public latrine be and the same are hereby approved.

In moving the resolution, the Colonial Secretary stated:—

The objection to which reference is made in this resolution came, as members have been informed by circulation, from the owner of the new Central Theatre, and was based on three grounds:

(a) That the smell from the proposed latrine might be offensive to the theatre audience and that some obstruction to ventilation might occur,
(b) That the exits from the theatre for use in case of fire would be obstructed, and
(c) That fire-fighting appliances might be hindered.

To the first of these objections the Medical Officer of Health has given his assurance that there will be no obstruction to light or ventilation and that there is no fear that the latrine, which is of course to be water flushed, will be offensive.

As regards fire precautions a slight alteration to the siting of the latrine has, since the circulation of the papers, been made, and the Chief Officer, Fire Brigade, is now entirely satisfied in this respect.

The Colonial Secretary's resolution was put to the Council and duly adopted.

The Colonial Secretary next moved that the by-laws made by the Sanitary Board under section 16 of the Public Health and Building Ordinance, 1903, on May 27, 1930, be adopted. This was unanimously agreed to.

In doing so, he said: These regulations have been under consideration for a long time, in fact, as far back as 1925, but only recently it has been possible to revise them, and they are now recommended by the Sanitary Board for adoption.

Hon. Mr. C. G. Alabaster seconded their adoption, which was duly carried.

Telephone Ordinance.

The Attorney-General then moved the first reading of "An Ordinance to amend the Telephone Ordinance, 1925." In doing so he said that the object of the Ordinance was explained in four paragraphs under a memorandum attached to the Ordinance under the heading of "Objects and Reasons." At the end of the Ordinance there was a schedule of charges, the first twenty-five items of which represented the existing charges as amended by orders of the Governor-in-Council in 1926 and 1928. The charges in paragraphs 26 and 27 related to hand micro-telephone and automatic dials which were new items, and which were not included when the original schedule was drawn out. Section D. imposed what he thought was a reasonable charge for services performed by the company, and Section E. provided a deposit of $20 when trunk calls were made.

The Ordinance after being seconded duly passed its first reading.

A New Holiday.

The Attorney-General then moved the first reading of an Ordinance to amend the Holiday Ordinance, 1912. In doing so, he said: The object of this Ordinance is to give us a new holiday in September and to change the day of the October holiday from the second Monday to October 10 unless that day happens to be a Sunday, in which case it is to be on the following Monday. October 10 is the day which is celebrated by the Chinese population as the anniversary of the Republic.

Incorporation of Sailors' Home and Missions to Seamen.

The Hon. Mr. C. Gordon Mackie then moved the first reading of "An Ordinance to provide for the incorporation of the Sailors' Home and Missions to Seamen." In doing so, he said:—

The Sailors' Home was founded in Hong Kong many years ago through the instrumentality of Messrs. Jardine, Matheson & Co., Ltd., Messrs. Gibb, Livingston & Co. and the P. & O. Co.; it had and still has for its object the provision of a refuge for merchant seamen calling at this port. In 1925 the trustees of the Sailors' Home were incorporated by Ordinance No. 5 of 1925 and have since been carrying on under this Ordinance.

The Sailors' Home was self-supporting, but recently, having regard to changed conditions, it has been found to be situated in the wrong part of the town, and was at the time when it was closed down at the end of February of this year being carried on at a financial loss.

World-wide Organisation.

The Missions to Seamen is a world-wide organisation, and as far as Hong Kong is concerned, is incorporated and carried on in this Colony under Ordinance No. 10 of 1919; it has for its objects the propagation of the principles of the Church of England and the provision of a refuge for seamen of His Majesty's Navy as well as for the Merchant Service. It carries on its operations as a refuge on property erected on Marine Lot No. 295 known as 21, Praya East. The Missions to Seamen is also not self-supporting and has to rely in part upon voluntary contributions. Its property, however, is in a more advantageous position for a seamen's home, being more centrally situated.

The present Trustees of the Sailors' Home are the senior representative of Messrs. Jardine, Matheson & Co., the Harbour Master and two members appointed by the Hong Kong General Chamber of Commerce, who now are the representatives of Messrs. Butterfield & Swire and Messrs. Mackinnon, Mackenzie & Co.

The organisation of the Missions to Seamen in Hong Kong is a committee embracing not only representatives of many of the commercial firms of the Colony, but also a representative of the Church of England in the person of the Bishop, a representative of the Admiralty in the persons of the Admiral and the Commodore, the Harbour Master, and other representative persons in the Colony.

Site and Buildings Surrendered to Government.

The Trustees of the Sailors' Home recently surrendered to the Government the site and buildings known as Marine Lot No. 187A in consideration of the payment of the sum of $900,000 payable by five annual instalments of $180,000 each.

The Missions to Seamen in Hong Kong are still the owners of Marine Lot No. 295, but they have effected an exchange with the Hong Kong Land Investment and Agency Company of a certain portion of the Praya East Reclamation to which they were entitled for another portion of the Praya East Reclamation the property of the Hong Kong Land Investment and Agency Company known as Inland No. 2296 situate in the Praya East Reclamation.

On this site out of the funds obtained by the Sailors' Home from the Government and from the funds of the Missions to Seamen, it is proposed to erect a suitable institute to be run by the new corporation. The institute will be an up-to-date building of the most suitable type and will be fully furnished. The balance of the money is intended to be used for the purpose of forming an endowment fund.

Passes First Reading.

The new corporation proposes to carry on at the institute the work and objects of the Sailors' Home and the Missions to Seamen.

By the terms of an agreement dated February 20, 1930, made between His Majesty the King, the Missions to Seamen in Hong Kong and the trustees of the Sailors' Home, Hong Kong, the Missions to Seamen in Hong Kong and the trustees of the Sailors' Home agreed to amalgamate on the terms therein set out, and the main object of the proposed ordinance is to secure the performance of the terms of this agreement and the amalgamation of the two corporations.

You will notice that on the passing of the new Ordinance the old corporations will be dissolved.

This Bill duly passed its first reading.

The following Ordinances passed their second and third reading yesterday:—

"An Ordinance to authorise the appropriation of a supplementary sum of $304,538.83 to defray charges of the year 1929" and "An Ordinance to amend the New Territories Regulation Ordinance, 1910."

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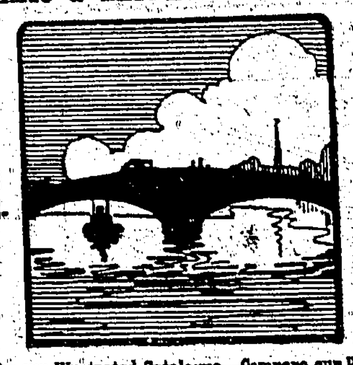

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RETRENCHMENT HINT AT FINANCE COMMITTEE MEETING.

MR. BRAGA OPPOSES EXPENDITURE ON CENTRAL BRITISH SCHOOL.

GOVERNMENT FORESHADOWS NEW SCHOOL IN 1933.

Some very pointed criticisms of the inactivity of the Government in their work of pushing on the erection of the new Central British School in Kowloon were made by the Hon. Mr. J. P. Braga at the meeting of the Finance Committee yesterday. The criticism arose following a request from the Government for $6,000 to carry out certain work in the Central British School. Mr. Braga pointed out that religious and private enterprises were making rapid progress with the building of modern schools and colleges.

He described the premises that housed the present Central British School as a dilapidated structure and urged that the Government spend no more money on it unless it was absolutely necessary.

The Director of Public Works, in answer to a question by the Hon. Mr. Owen Hughes, stated that the new Central British School in Kowloon will probably be ready in 1933, but much depended on the sum that will be voted for this work.

Other interesting items also came up for discussion, all of which are fully reported below.

DEPUTY TREASURER'S APPOINTMENT.

A meeting of the Finance Committee was held yesterday immediately after the meeting of the Legislative Council reported elsewhere. The Hon. Mr. E. R. Hallifax, C.M.G., was in the chair.

At the outset, the Colonial Secretary said: There is just one thing I should like to say before we commence this meeting. I have to apologise for the delay in circulating the papers with which we are dealing with now. It was unfortunate that it was only agreed to last night, and if members will prefer it we will delay the discussion until this day week.

Hon. Mr. Owen Hughes: I must say that I personally did not receive my papers until five minutes past twelve to-day.

The Chairman: It is an unfortunate circumstance. If the members wish to postpone the consideration of these items they can be left over to this day week. Shall we continue?

Hon. Mr. Paterson: Is there anything particularly contentious?

The Chairman: I think they are rather straightforward, but there is one thing (item No. 90) which, while not contentious, is rather involved.

Hon. Mr. Gordon Mackie: Perhaps it will be better to leave it over for the next week.

Hon. Mr. Owen Hughes: Yes, perhaps we had better.

Hon. Mr. Paterson: Why not go through with them?

The Chairman: I propose we go through with them and if there is any trouble arising we will defer it to next week.

Kowloon British School.

The various items were then considered. The principal discussion centred round a vote of $6,000 required by the Central British School, the details of which were given in the message as follows:—

Public Works Extraordinary:—Buildings, Central British School. General improvements to necessary requirements to the School	$6,000

In the opinion of the Education Board the following improvements are urgently necessary for improving the efficiency and amenities of the Central British School, namely:—

(1) Alterations for Housewifery Classes (including Furniture) ...	$1,400
(2) Increased Class Rooms (including Furniture)	2,500
(3) Additional Lavatories (including all fittings)	1,000
(4) Sunblinds	200
(5) Alterations to windows	700
(6) Alterations to Shelving	20
	$5,820
Say	$6,000

Mr. Braga's Objections.

In connection with this vote, the Hon. Mr. Braga said: Sir,—May I know how soon Government expects to have the big Central British School ready in Kowloon? It would appear that if we hope to have a Central British School in Kowloon ready within a reasonable time, the first three items amounting to roughly $5,000 might be saved. On the other hand, if the Central British School is going to be long delayed, then, of course, there can be no alternative but for us to vote on the recommendation of the Education Board.

I think, if I might be permitted to venture the remark, that, while the Government is tinkering with the policy of building or erecting the Central British School in a central locality of Kowloon, while religious associations and private enterprises are forging ahead at a tremendous rate, it holds the comparative inactivity and the slowness of the Government almost to shame if I am not stretching the question too much.

We have a building going on at Prince Edward Road, which is far and away the most important road, and which will be the centre of the residential district in Kowloon in a very short time. The building I refer to is one that will house about 800 pupils when it is finished, with immense playgrounds, tennis courts, football fields, cricket fields and the rest of the amenities of a public school. And yet here we are year after year, in spite of the strong recommendation of the Kowloon Residents' Association of the necessity which is recognised by every resident in Kowloon for a building that is worthy of its name to house the students resident at Kowloon, called upon to vote a sum of $6,000 for improving a building which is obsolete, to say the least, and at least 10 years behind the times.

I think, Sir, I am expressing the wish of every Kowloon resident that the Government should, without any loss of time, push ahead with the assistance of the Hon. Director of Public Works with the building of a school which is much too long overdue.

Chairman: What you want, Mr. Braga, is to get the Government to move as quickly as possible.

Ready By 1933?

The Director of Public Works: We can get the site ready next year, and in fact get the school ready by 1933.

Chairman: Under these conditions, do you approve of the vote, Mr. Braga?

Hon. Mr. Braga: If it is inevitable, Sir, I can do nothing else but approve of what has been already approved by the Education Board. But I think it is waste of money that we should vote $5,000 now, and six months later another sum, when we should be pushing ahead with the building of the Central British School. These constantly recurring items for patching up dilapidated buildings, such as the Central British School, can easily be avoided.

Chairman: I think we can take it the hon. Director of Public Works is going to waste no time in the building of this school, provided necessary funds are available this year.

Hon. Mr. Braga: I don't wish to convey that I want to attribute any fault to the P.W.D. for the delay in building. I know it is hard work and probably very few people know the extent of the work to the public undertakings that have to be handled by the P.W.D; but it is a question of the priority of the various public works undertaken, and certainly that of the Kowloon British School is one of priority.

Chairman: The question does not really arise. We can get on with the utmost speed towards completion of the building. Meanwhile these improvements are required in the school. Will you approve?

Hon. Mr. Braga: I will approve, under the circumstances.

Hon. Mr. Paterson: They are, I think, quite necessary.

Chairman: I think so. The Education Board recommend them very strongly.

Hon. Mr. Owen Hughes: Can the Director of Public Works tell us the exact period required for the completion of the new school? Will it be three or four or five years?

The Director of Public Works. That depends on the funds. The site will be prepared next year.

Hon. Mr. Owen Hughes: Early or late?

The D.P.W.: Before the end of the year. We have got to vote for this work this year.

Hon. Mr. Owen Hughes: And then it will take four or five more years?

The Chairman: I think it will be completed in 1933, but that depends entirely on how much money is voted.

Appointment of Deputy Treasurer.

An item that came up for discussion was under the above heading [illegible] particulars were given as follows:—

The Secretary of State for the Colonies has selected Mr. Edwin Taylor of Sierra Leone to fill the post of Deputy Treasurer in Hong Kong at a salary of £1,200 per annum. Mr. Taylor left England on May 29, 1920.

A supplementary vote is requested to cover his salary from May 29 to December 31, 1930.

Hon. Dr. Kotewall: This is not a new post, Sir?

The Chairman: Yes, it is a new post arranged by the Secretary of State.

Hon. Mr. Paterson: That is one of the things on which, as a member of the Retrenchment Committee, I may have something to say later. In any case what I say for the moment does not matter.

The Chairman: This appointment will hold whatever other appointment is made or *personnel* reduced.

Hon. Mr. Braga: I should like to know whether, in the event of the present holder of the appointment of Colonial Treasurer retiring, the appointment will be held by a cadet officer or whether in the ordinary course of events by way of promotion he will be succeeded by Mr. Taylor?

The Chairman: By Mr. Taylor.

Hon. Mr. Braga: So that it would not in future be held by a cadet officer?

The Chairman: There is no general principle laid down.

Hon. Mr. Braga: It has a bearing in one respect because, if we are out for retrenchment, and there is a general desire in the Colony that we are, we should not be saddled with further expenditure, but we have now an additional officer at £1,200 per annum in addition to all the other privileges that he might enjoy.

The Chairman: I think that the Retrenchment Commission will deal with this matter fully as to whether or not there is any addition.

Hon. Mr. Braga: If we have the assurance that the creation of this appointment will be no additional expenditure to the Colony then I should have no objection to vote, but if it costs the Colony more money then I should object.

Hon. Dr. Kotewall: Is Mr. Taylor designed to eventually hold the position of Colonial Treasurer.

The Chairman: Yes, but for the time being their appointments overlap.

Hon. Mr. Owen Hughes: Is there any intention of appointing another officer?

The Chairman: No.

Broadcasting.

The local broadcasting studio will receive a subsidy of $1,000 a month in future instead of $200 per month. A vote to this effect was passed yesterday. The details have previously appeared in these columns.

In connection with this item, the Hon. Dr. Kotewall asked if it was correct to say that hitherto the Government had lent to the studio two of their electricians and whether these men gave their services entirely to the studio.

The Chairman replied that these two men did not give their entire time to the studio but the wireless work has recently grown so large that the Government cannot spare these two men.

Hon. Dr. Kotewall: It means this, that the Government, instead of giving its assistance to the broadcasting committee in the form of service, propose to assist them in *the form of money.*

The Chairman: You can take it to mean that.

Learning Chinese.

An item of $815, being the Hong Kong Government's share in connection with the preparation and printing of 150 copies of a new text book of documentary Chinese for inclusion in the syllabus of Cadet Officers, came in for some questions from Dr. Kotewall.

Dr. Kotewall asked: Does the book contain English translations of the Chinese documents?

Chairman: No, I think not.

Dr. Kotewall: Otherwise it appears to me that if the book merely contains Chinese documents, the $1,215 dollars for cost of printing 300 copies is too high. Will you please let me know?

The Chairman: I will let you know.

The vote was then passed.

TURNING POINT IN NORTH.

PREPARATIONS FOR DECISIVE BATTLE.

THE NEW GOVERNMENT IN PEIPING.

There has been a turning point in the military situation along the Tientsin-Pukow Railway since the defeat of Han Fu Chu's Nanking troops on the Kiaochow-Tsinan Railway, and both sides are making preparations for a decisive battle on this sector.

The Shansi forces on the Kiaochow-Tsinan Railway front have captured Changlo, while the defeated Nanking forces have retreated towards Tsingtao.

Yen Hsi Shan has instructed Shih Yu San to incorporate Han's troops, and Chiang Kai Shek has also instructed Ma Hung Kwei to the same effect. The Manchurian gunboats at Tsingtao have dispatched a large body of naval forces to prevent the possible entry of the defeated troops into Tsingtao.

The situation along the Peiping-Hankow Railway remains unchanged. During the past few days, the Kuominchun made several unsuccessful counter-attacks on the Government forces which are now advancing in three directions to attack Hsuchang. General Lu Chung Lin, Feng Yu Hsiang's right-hand man, has been dispatched to direct military operations on this sector.

According to telegrams from Peiping, the Central Kuomintang at Peiping will consist of three departments, namely, propaganda, organisation and Chinese overseas affairs.

Interviewed, Mr. Wang Ching Wei said that Chang Hsueh Liang's attitude remains obscure. The new government will be inaugurated in the near future, whether Chang will join it or not. He added that during the present period of political tutelage, only the principles of the Kuomintang should be applied in the administration of the new government.

Mr. Wang has drafted the outlines for the formation of the new government, and will leave for Chihchiachwang next week to interview Yen Hsi Shan in order to learn his views on the matters.

AERIAL BOMBARDMENT OF KWEILIN.

CITY IN FLAMES.

It is reported from Wuchow that the Chinese have been ordered by General Chen Tsai Tong to begin the offensive on the Kwangsi forces on August 2.

On Wednesday, seven Canton aeroplanes were dispatched to bombard Kweilin. Each machine carried four big bombs and a tin of gasoline which was to set fire to the camps and barracks of the enemy. In consequence of the bombardment the city was in flames for over twenty hours, and many civilians and soldiers were killed.

Rumours are current in Wuchow that Nanning, the provincial capital of Kwangsi, has fallen into the hands of the Yunnanese troops, but no confirmation is available.

The Reclamation.

The vote for $81,226, which was the Government's contribution towards funds for the Wanchai Reclamation, was passed. The Colonial Secretary explained that the vote was very complicated, but in answer to a question by Dr. Kotewall stated that the Government's contribution was made by law and in accordance to agreement made with lot holders.

More Emoluments.

A vote for $700, which was explained as follows, came in for some discussion:—

Public Works Department:—	
1, Personal Emoluments. Appointment of Water Works Inspector from 1.7.30 to 31.12.30 at $1,400 per annum	$700
Provision made in Estimates	$1,318,115
Provision made by Supplementary Vote	1,800
Total	$1,319,915

The extension of the meter services and the importance of the early rendering of quarterly accounts necessitates the appointment of an additional Water Works Inspector.

Hon. Mr. Paterson: May I take it that this is a temporary appointment?

Chairman: I don't think so.

The Director of Public Works:—There is a total of eleven inspectors and there are 8,500 meters. The Treasurer asked us to send in our returns two weeks after each quarter, which means a more rapid reading of the meters and more work is incurred.

Hon. Mr. Paterson: I can understand that, but the point I raise is whether this is a permanent or temporary appointment.

Chairman: That point has been referred to the Retrenchment Commission. We may take it that the post is temporary.

CANTON'S ANTI-RELIGIOUS ORDER.

DIRECTED AT MISSIONARY SCHOOLS.

[FROM OUR OWN CORRESPONDENT.]

CANTON, July 31.

In compliance with the instructions from Nanking, the Department of Education of the Provincial Government of Kwangtung to-day issued an order banning all religious books, magazines, pictures and other things having to do with the religions of the West from the libraries of the missionary schools in the province, except in special cases.

The following is a free translation of the latest anti-religious order of the Canton Government:—

". . . An order has been received from the Central Executive Committee of the Kuomintang in Nanking stating that the display of religious books, pictures, and other propaganda matters in the libraries of the different missionary schools in China is poisoning the minds and thoughts of Chinese youth. Such a state of affairs must be stopped forthwith in the interest of the young people throughout the country.

"It is altogether plain that the foreign Imperialists have been using their religion and literary activities as a means to political and territorial aggression and poisoning the minds of the young people. Such methods, aiming as they do at the destruction of our country and the annihilation of our race, must be condemned. These ambitious designs of Western imperialism have long been foiled as shown in the various organized movements against the literary aggressions of the West everywhere. These movements aim at awakening the people to the danger of foreign aggression and have been in the main successful.

"It is to be deplored that the missionary schools everywhere still have their libraries stocked with religious books, pictures and other religious propaganda matters. Only a very few books could be found in these libraries on the principles of the Kuomintang, the ruling party of China. Such a state of affairs should have never been allowed to exist. The minds of the students studying in these missionary schools are often poisoned by their foreign teachers.

"Hereafter no schools in Kwangtung shall be allowed to place religious books, magazines, pictures or other propaganda literature in their libraries. All the biblical pictures now hanging on the walls of the missionary schools in Canton and elsewhere must be taken down, but religious books, magazines and the like may be permitted in colleges and upper middle schools for reference for students specializing in philosophy. No other students shall be allowed to get access to these books."

Such an order of the Canton Government is looked upon in educational circles here as unwise. One prominent educator remarked to the writer this morning that he utterly failed to see wherein and how these religious books, magazines and biblical pictures as found in the libraries of the missionary schools in Canton are poisoning the minds of the youth. He doubted the wisdom of the Government in this respect, declaring that such a ban is contrary to the principles of the Kuomintang, which are supposed to guarantee freedom for religion.

PIRACY SUPPRESSION.

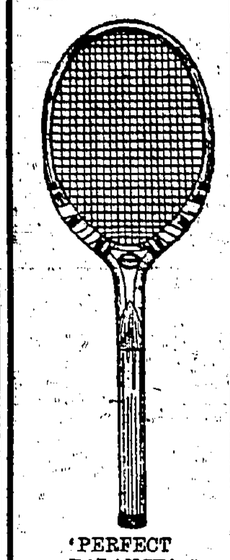
ADMIRAL DECLINES TO LEAD EXPEDITION.

[FROM OUR OWN CORRESPONDENT.]

CANTON, July 31.

Admiral Chen Chak has declined the appointment of the Canton Government to lead an expedition against the pirates and outlaws now roaming in the vicinity of Bias Bay and the Island of Hainan. He gave as his reason that such an expedition is not necessary, since the bandits in Hainan were in the main dispersed and routed the last time he was there. In regard to the pirates, he said that there are several gunboats, including the On Pak and the Kwong Kin, on patrol off the South China coast. These gunboats, according to the Admiral, will be able to cope with the situation and keep the pirates suppressed.

PLAY
DUNLOP
AND IMPROVE YOUR
TENNIS



'PERFECT BALANCE'

The new 'Dunlop' Frame Strung with Patent Dunlop Gut combines maximum strength with lightness.

The 'Dunlop' Patent Tennis Ball is absolutely uniform in
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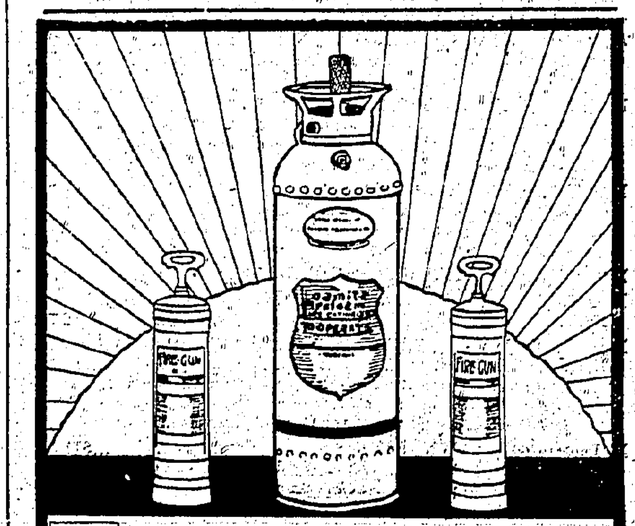
Stocked by
LANE, CRAWFORD, LTD.
SPORTS DEPT.

New Columbia ORGAN SOLOS

DB104 {ALICE, WHERE ART THOU? / CINDERELLA WALTZ
DB85 {FSTRELLITA / LA COLONDRINA
DB46 {BODY AND SOUL / WITH A SONG IN MY HEART
5625 {LITTLE PAL / I'M IN SEVENTH HEAVEN

The Anderson Music Co., Ltd.



FOAMITE FIRE EXTINGUISHERS
DODWELL & Co. LTD.

Stamp Collectors
Will find an interesting article in the "Daily Press" Every Thursday.

NEW ADVERTISEMENTS

NOTICE.

THE WINNING NUMBER in the DRAW for a MORRIS CAR was 477.

BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the TRANSACTION of PUBLIC BUSINESS on MONDAY, 4TH of AUGUST (THE FIRST MONDAY IN AUGUST).

Hong Kong, 28th July, 1930. [9693

NOTICE.

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

THE TRANSFER BOOKS of this Company will be CLOSED From SATURDAY, 9TH AUGUST, 1930, To SATURDAY, 16TH AUGUST, 1930, Both Days inclusive.

By Order of the Board of Directors,

D. L. KING,
Secretary.

Hong Kong, 17th July, 1930. [9652

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE.

SUSPENSION OF SERVICE.

OWING to Necessary Renewals in the Engine House, the PUBLIC ARE HEREBY NOTIFIED that NO CARS Will Run After MIDNIGHT on SATURDAY, the 2ND AUGUST, Until MONDAY, 4TH AUGUST, at 7 A.M.

By Order
JOHN D. HUMPHREYS & SON.
General Managers.

[9680

CREDIT FONCIER D'EXTREME-ORIENT.

MORTGAGE BANK AND ESTATE AGENTS.

"PEAK MANSIONS"
Six-roomed & Five-roomed Apartments.

PRINCE EDWARD ROAD, KOWLOON.

Detached and Semi-detached Villas Modern Construction with Garage.

"CAMBAY BUILDINGS"
Flats with Modern Conveniences.

A Wonderful Whisky—

Dewar's

White Label

and

Victoria Vat

Whisky de Luxe.

Agents:—

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

HONG KONG FOOTBALL ASSOCIATION.

THE Attention of Those Clubs concerned is DRAWN to the fact that ENTRIES for the AMATEUR FOOTBALL LEAGUE for the Forthcoming Season CLOSE on AUGUST 1ST.

ENTRIES for the CHALLENGE SHIELD COMPETITION CLOSE on OCTOBER 1ST.

W. E. HOLLANDS,
Hon. Secretary.

[9683

Don't wait until you get time to read—Take it!

Joseph McCabe's THE TRIUMPH OF EVOLUTION. ...65 cents
The Anti-Evolutionists answered. A masterly treatise.

A. Margrie's MAGGOTS AND MEN. $1.00
A boy looks at the universe. An outline of history from microbes to supermen.

F. H. Hayward's QUESTIONS FOR CATHOLICS. $2.50
A brief inquiry into the Catholic argument. The book is not a rehash of old arguments, but an open-minded appeal to history and reason.

PICTURESQUE HONG KONG. $2.75
A book of charming views of Hong Kong and outskirts beautifully printed in sepia. The album was originally published at $5.

L. C. Hopkins' KUAN HUA CHIH NAN. (Guide to Mandarin) $1.50

L. C. Hopkins' English Translation of KUAN HUA CHIH NAN. $2.75

Rev. H. R. Wells' CANTONESE VERSION of KUAN HUA CHIH NAN. $2.50
The English translation can be used in conjunction with either the Mandarin or Cantonese Versions. These are most useful to students of the Chinese language.

R. Lacoste ON LAWN TENNIS. $11.50
Undisputed champion of the world, Lacoste knows more about how to play the leading tennis stars than anyone living.

THE MUNSHI. $8.50
A standard Hindustani Grammar. Officially recommended for examinations in Urdu. It should be of the greatest value to all Police Officers in Hong Kong.

THE KEY TO THE MUNSHI. $3.50
Followed by a Hindustani-into-English Vocabulary. This if used in conjunction with "The Munshi" will help wonderfully in surmounting obstacles in this language.

P. S. Seward's THE TECHNIQUE OF SPECULATION. ... $6.75
An analysis of the art of anticipating the probable course of prices and of estimating the intrinsic values of stock exchange securities.

F. Palmer's LOOK TO THE EAST. $12.50
With illustrations and maps. Re-impressions of Japan, China, Korea, Manchuria, and the Philippines after 25 years.

J. W. Draper's THE CONFLICT BETWEEN RELIGION AND SCIENCE $2.50
A book for every reader who brings to the problems of history a desire to know the truth about them.

Winwood Reade's THE MARTYRDOM OF MAN. ... $2.50
An extraordinarily inspiring presentation of human history as one consistent process.

KELLY & WALSH, LTD.

(Incorporated in Hong Kong).

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5 p.m., stated:—

Depressions are situated over South China and Japan.

Local Forecast:—S.W. winds; fresh; cloudy; rain.

Editorial and Business Offices: 11, Ice House Street. Tel. 30251.

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London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, AUGUST 1, 1930.

BOOSTING BRITISH TRADE.

DETAILS are now to hand by cable regarding the composition of the British Economic Mission appointed to visit Japan and China. Their call at the former country will be mainly in the nature of a formal courtesy—returning the recent visit of Japanese business-men to England. The British Mission will find their Japanese hosts most kindly and considerate, and during their stay in that delightful country may forget for the moment that their hospitable friends are—in some directions—their keenest competitors. In China the Mission will stay several months "exploring every avenue"—as the popular saying goes—both in the North and South which may seem to lead to Britain taking her proper place in providing the Chinese people with such manufactured goods as they require. The members of the Mission will be able to accomplish two things—investigate conditions with which they are not personally familiar, and by so doing advertise the fact to China that Britain is keenly anxious to do business in that market.

Time was, and not so very many years ago, that British goods required no advertisement abroad. British manufactures were recognised throughout the world as the best value for money. Generally speaking, this statement remains as true to-day as it was twenty or fifty years ago, yet conditions have changed. Not the best, but the cheapest in first cost, are the goods most in demand these days. Germany, France, Italy, Japan and many other countries (including the British Dominions) have entered the industrial and commercial lists, and Great Britain's percentage of the world's trade has been steadily decreasing, and at the moment her position as a shipping and manufacturing country is a serious one.

There are many factors which account for this disturbing state of affairs. One of the most important is the crippling economic consequences of the war, but another is the fact that, even after all these years of serious competition, Britain has not yet learned how to advertise. As a general rule the British manufacturers' standpoint seems to be:—"Here we are, offering you the best ships, motor-cars, piece-goods, porcelain, hardware, and so on. Take 'em or leave 'em!" The position is slightly exaggerated, of course, but will serve to emphasize the point that in these days of intense competition advertising is vitally necessary if Britain is to maintain her position in world trade. Expert salesmanship in all its branches is as important as the skilled work of the artisan, and the sooner British manufacturers realise this the better.

It is a curious fact that the art of advertising at home is on as high a plane as in any country in the world—but manufacturers and merchants do not seem to have developed the faculty of showing the rest of the world how really good their products are. British traders are inclined, when bad times prevail, to reduce costs by cutting down advertising, a procedure which has been proved time and again to be against all the principles of good business. As was mentioned in a recent article contributed to our columns by a local advertising specialist:—"Among experienced advertisers to-day, it has become an established policy to redouble efforts in bad times, because of the actual results which have been derived in so many instances from the adoption of this policy."

Reverting to the advertising influence of Trade Missions, Britain has been very backward in this direction during recent years in the China field. While there have been many large and small Japanese and American Missions, and latterly a German Trade Commission to China, there has been no recent visit to this part of the world by British industrial experts. Though there may be little information to be gained which is not already known to British merchants resident in China, it is gratifying to know that a representative Trade Mission is coming to the Far East. Such a visit serves a dual purpose: firstly, it is a form of personal advertising, as the experts comprising the Mission are in a position to discuss with authority and knowledge the merits of the special products in which they are interested; secondly, they can study the markets from the point of view of potential buyers. And, as Mr. W. GRAHAM, President of the Board of Trade, said recently in the House of Commons in regard to the Mission to the Far East, their efforts can be utilised for the purpose "of finding out whether there are any financial or other measures which could be recommended to this country (Britain) which could be made practical politics in developing what is a huge and very important market, if we could gain effective access to it."

CHINA'S ANSWER TO THE BISHOP.

BIBLES, together with all religious periodicals and pictures, have been banned from the libraries in public schools, by order of the Ministry of Education in Nanking. In issuing this decree the Minister responsible was good enough to explain that this was not to be regarded as an attack upon Christianity in particular, but was directed against all forms of religious worship and teaching in general. In other words, the Chinese Government—like that of Russia—regards religion as the opiate of the ignorant, resort to which is not to be encouraged. And only a month ago the Bishop of Victoria (who is now in London) was telling an audience how urgently necessary it was to support the "wholly inadequate" effort which had been made to get Christianity into China. The Bishop of Victoria quoted Professor SOOTHILL as saying "there was room in China for nothing else but Christianity"—a rather rash and sweeping statement, though the Bishop declared he was wholly in agreement with it. The Chinese Government, however, has very different ideas upon the subject, since it will not allow the Bible even to find a place in the library of any public school.

Religious teaching is not now permitted in missionary schools, and a petition by twelve Christian bodies of various denominations—praying the Chinese Government to repeal the law to this effect—has been rejected. Again the fact was emphasised by the Chinese authorities that this ruling should not be regarded as evidence of any anti-Christian prejudice, since it was applied to all forms of religious teaching, Christian and other. But the Ministry of Education got in a shrewd thrust when replying to the twelve various Christian bodies who petitioned for a repeal of the law against religious teaching. "Since the principal purpose of your churches in establishing schools is to make education widely available—*and is not intended to employ education to entice or compel students to become Church members*—the restrictions against the propagation of religion do not run counter to the prime purpose of the Churches in conducting schools." We imagine the missionary teachers will have some difficulty in preparing an effective and unequivocable answer to that!

Speaking at the recent meeting in London of the Victorian Diocesan Conference, the Rev. N. V. HALWARD frankly admitted that the spirit of secularism—or materialism—was a far greater challenge to Christianity in China than the influence of rival religions. The Bishop of Victoria spoke of Communism as another factor in the case—but does not appear to have offered any evidence in proof of that assertion. As a matter of fact, Communistic influence has very little bearing upon the situation. It is—as Mr. HALWARD said—the materialistic attitude of the Chinese which has to be taken into consideration. The Nanking Government is not Communistic; the Northern faction—which aims at overthrowing the Nanking *régime*—is not Communistic. But both groups are materialistic, inasmuch as they have no use for religion, whether founded upon parts of the Bible or on the Analects of CONFUCIUS. Both factions look upon religious teaching and observances as waste of time and effort which could be much better employed in other directions. And when the Bishop of Victoria talks about Christianity getting hold of the heart of China, he is speaking of something which he may quite sincerely hope for, but must realise is most unlikely to come about.

The following are the estimated traffic receipts of Imperial and International Communications, Ltd., for the first half of 1930:—January £319,485; February £460,052; March £492,316; April £456,120; May £466,279; June £413,471; total £2,807,723. For the first six months of 1929 the receipts were:—January £566,062; February £501,319; March £538,757; April £515,318; May £501,670; June £484,525; total £3,108,149. The above figures include receipts by the West Indian companies.

★ News and Views ★

Once an errand boy earning 6s. a week in a Portsmouth ironmongery shop, Mr. H. Smith, a member of the Shop Assistants' Union, has recently obtained a scholarship for Christ Church, Oxford. The National Executive Committee of the Union have agreed to make a grant to assist him. His scholarship was awarded by the Extra-Mural Delegacy of the University, and is given to enable him to read for the Final Honours School of philosophy, Economics and Politics. Mr. Smith left school when he was 14 to earn money to help the family. He gave up all thoughts of a secondary school education, which he could have had by means of a scholarship, and instead he studied in his spare time.

An appeal for opportunities for English undergraduates to earn a living during the long vacation was made by Lord Derby last month. He pointed out that in the United States and Canada it was usual for students to earn substantial sums in this way. There are many university students in England from the working and middle classes who find it necessary to make some contribution to the family exchequer.

A woman doctor's breezy condemnation of women smokers enlivened the annual conference in London of the National Association for the Prevention of Tuberculosis. Dr. Constance Brown said she wanted pure air to breathe. Everywhere people went they breathed nicotine. "I can hardly sit down next to a lady but she puffs volumes of smoke from her cigarette," she proceeded. I take up my handkerchief and try to fan it away." If that is not effective I say to her, 'I wish you would kindly consume your own smoke.' "I will say this," added Dr. Brown, "the men smoke very much better than the women."

Sailors *do* care. A ship's fireman recently wrote to the Mayor of Southend, asking to be put into communication with an unmarried girl. But she must be a Methodist, a non-dancer, and a teetotaler. And if she fulfils these attractive qualities, how is she to be sure that he will not have a wife in every port?

One of the strangest wills on record will soon be filed for probate at Paris. It is that of M. Auguste Pasquier, late chief doorkeeper of the Poitiers law courts, which he had engraved neatly on a leg of one of his dining room chairs.

A verdict of death from misadventure was recorded at a West Ham inquest on Helen Isobel Hadfield (20), a photographer's assistant, who died from asphyxia caused by electrocution. She worked for her father, a chemist. It was stated that she was developing some films when her mother heard a fall. The girl was found with an electric fan on her body and part of the leads on her lap. A doctor said there were a number of burns and bruises on the body one would expect to find from electricity. The current was 200 volts and there had been many deaths from shock from voltages of 200 to 250.

A solicitor, questioning a witness at Tottenham police-court asked: "Were you in the pavilion?" and added, "I am sorry; my mind is at Lord's. I mean on the pillion."

The Archbishop of Canterbury, who recently made his first visit to the East End since he was Bishop of Stepney (22 years ago), said: "There is no class anywhere that can compare in neatness, freshness and charm with the working girls of East London." To describe them adequately the Archbishop used the adjective "spicy," which, he said, one of the girls supplied him with. On one occasion he took a party of the girls through the crypt of St. Paul's. "Coming up the steps I endeavoured in a fatherly way to assist her by placing my hand on her shoulder. She turned to her friend and exclaimed: "Oh my 'Liza, ain't he free!"

"The ghost is an old gentleman with flowing white whiskers," says seventeen-year-old Sammy Rickhuss, describing an apparition which he maintains he saw in his bedroom in an old house in Gosford-street, Coventry. Knockings had been heard at night for weeks. The boy says that the ghost peered at him over the bed rail. He was so upset that he became ill.

★ Local Notes and Events ★

A telegram addressed "Erpi-orient" from Singapore is lying at the, E.E. Telegraph Company's office.

Arrested for picking the pocket of a woman in Laichikok Road, a small boy who appeared before Mr. Whyte-Smith at the Kowloon Magistracy yesterday was ordered to receive twelve strokes of the cane in Court.

Six Chinese stowaways on board the s.s. Talamba from Singapore to Hong Kong were each fined $50 or one month's hard labour by Mr. Whyte-Smith at the Kowloon Magistracy yesterday. The men were found hiding in the hold three days after her departure from Singapore.

A Chinese about 40 years old was found lying in Stanley Road, to all appearances dead, and was taken to the Central Police station yesterday. He was, however, just conscious but died before the ambulane arrived. His name, marked on his clothing, was Wong Fook-Chiu.

The Hong Kong Volunteer Defence Corps Band, assisted by local artists, will give a concert at Volunteer Headquarters on August 8. His Excellency the Governor, who is honorary Colonel of the Corps, will dine at the Officers' Mess, after which he and Lady Peel will attend the concert.

A claim for six months' wages at $50 a month was made at the Kowloon Magistracy yesterday by Cheng Tak Ming against Karam Din of 437 Shanghai Street. As the complainant's father, who was to be the principal witness was ill in hospital, his Worship decided to adjourn the case *sine die*.

A contractor was fined $15 on his appearance before Mr. Whyte-Smith at the Kowloon Magistracy yesterday for blasting during prohibited hours on the hillside in Prince Edward Road. The defendant claimed that he was preparing the charge for noon but it accidentally went off before time.

The quarantine restrictions imposed against arrivals from Saigon on account of Cholera have been removed.

A shop *foki* of the Lam Tam silk store at 456 Nathan Road, in a police report on Wednesday, intimated that he met two men who requested him to take a quantity of silk to their house at 30, Hanoi Road where they wished to show it to their master. The silk was accordingly taken and handed to the two men, who subsequently disappeared and were not seen again. The silk was valued at $52.

Owing to the unfavourable weather which set in shortly before the time appointed for the "At Home" at the Hong Kong Cricket Club yesterday, the function had to be postponed. It was a great disappointment as arrangements had been made for seating accommodation on the grounds and the Band of the Somerset Light Infantry was to have provided a musical treat. The event will take place at a date to be announced later.

The regular appearance of a fire-engine outside the Law Courts lately does not indicate a daily outbreak of fire in that building. During the recent typhoon the basement was badly flooded, and the services of a fire-engine have been requisitioned to pump out the water. This operation has been performed daily for a couple of hours, as water is apparently still entering the building, though in much smaller quantity than formerly.

As a sequel to an assault committed in May last, a Chinese appeared before Mr. Whyte-Smith at the Kowloon Magistracy yesterday when he was charged with cutting [illegible] with a [illegible]. The defence alleged that the incident arose over a dispute in a gambling house where the complainant was accused of cheating, but this the complainant denied. A fine of $25 was imposed, while the defendant was ordered to pay $10 compensation.

Looking Back 25 Years.

Before Mr. F. A. Hazeland at the police-court yesterday the case in which Aaron Ellis is charged with the murder of Gunner Richard Sampson, R.G.A., was called on. Mr. F. B. L. Bowley, Crown Solicitor, applied for permission to alter the charge from murder to that of manslaughter. The accused pleaded not guilty. Mr. P. W. Goldring, on behalf of the defendant, applied for bail. He understood that the Crown Solicitor offered no objection to the accused being allowed out on two personal bonds of $5,000 each. Bail was allowed, and the hearing of the case was set down for August 8.—*Hong Kong Daily Press*, August 1, 1905.

Looking Back 50 Years.

An extraordinary marine monster was brought from Aberdeen yesterday by Captain Vincent, which is said to have been captured in the dock, and was landed at Murray Pier and taken to the City Hall. It appears to be a member of the ray family, and is called by the Chinese the "devil fish." This specimen is judged to weigh about 3,000 lbs., and it took fifty coolies to carry it; the body is about seven feet in diameter, while the total measurement from fin to fin is fifteen feet; it has ears a foot and a half long, and its mouth is two feet four inches in width. This fish attains an enormous size in the China Sea, and is sometimes seen on the surface of the water asleep. One of the Messageries Maritimes steamers going north from this port some time ago ran into one, and the officers of the ship thought she was aground as the vessel was brought up to nearly a dead stop. On another occasion one was captured and made fast, and although the strongest hoisting gear in the ship was rigged, before the fish was hoisted half out of the water—so great was the weight—the tackle broke and the attempt to secure the monster had to be abandoned.—*Hong Kong Daily Press*, August 2, 1886.

Introducing the "Empress of Japan"

EMPRESS OF JAPAN.

THE PREMIER SHIP OF THE PACIFIC SERVICE.

THE Empress of Japan, designed as the premier ship of the Pacific service of the Canadian Pacific, exemplifies the care with which the Canadian transportation company plans for the comfort of travellers.

For engines, oil-burning geared turbines, drive-twin-propeller shafts capable of developing an average sea-speed of 21 knots. Six hundred and seventy feet from stem to stern, the Empress of Japan has a breadth of 88 feet, and is 56 feet deep from "B" Deck.

Six decks, lettered "A" to "F," and a super-structure containing the promenade and boat deck, are devoted to passenger requirements. Both the boat and promenade decks exceed 300 feet in length.

An Overworked Term.

Luxury, an overworked word in connection with steamships that is really justified on this occasion, is the keynote of the interior accommodation of the Empress of Japan. First class rooms, practically all outside cabins, are fitted with bedsteads in every instance. They are lavishly lighted, and the ball-louvre system of controllable ventilation first instituted in the Canadian Pacific "Duchess" liners on the Atlantic, is supplemented by electric fans. Steam is used for heating, and this system is also amplified by electric heaters in each room. Pedestal basins with running hot and cold water, pier glass mirrors in the wardrobes, triple mirrored dressing-tables, and hotel type bathrooms are features of the sleeping cabins.

Suites and special staterooms are connected with every department by a comprehensive telephone system. Suites are decorated with olive wood panelling, the furniture is covered with purple damask, and the twin beds are recessed. Each suite possesses a sitting-room done with landscapes in a grey tone, and a tiled verandah with wide window surmounting flower-boxes. Special staterooms are decorated in walnut with satinwood enrichments, and Quebec birch and black bean.

Elaborate Furnishings.

Grey-green-blue Cipollino marble, with gilded bronze mountings, has been employed in the dining-room, which seats 294 people. The centre of the room is a high well, on each side of which is a running gallery with a musicians' gallery at the after end. The furniture is of dark, carved mahogany. Entrance to the dining-saloon is obtained through a Louis XIV. foyer, in which the marble treatment of the saloon is repeated in massive columns. Illuminated alabaster ornaments mark the termination of the two carved balustrades of the grand staircase that ends in the foyer.

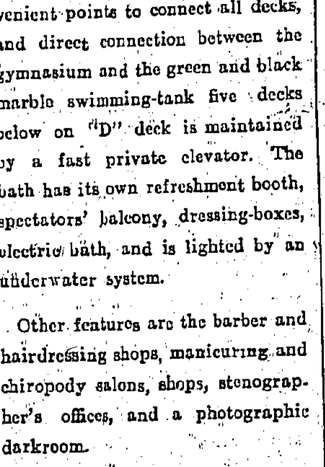
Situated on the promenade-deck at the forward part of the ship and extending the full width of the ship is the ball room, furnished as a palm court, and finished in natural oak embellished with tasteful gilding. It is open on three sides—port, forward, and starboard—to wide sea views seen through broad windows half screened by palms and flowers. At either end a fountain surrounded by flowers sparkles in the sunlight, or reflects the scintillating of the electric lighting concealed in the richly decorated ceiling and capable of instantaneous colour changes.

Other Public Rooms are costly echoes of the ballroom from its Empire Lounge, a bright yet stately creation in plain wood and gold and blue brocade finishing, to the snug Smoking Room where the inlaid teak floor and walnut skirting contrast with a specially selected light-grained mahogany which is studded with bronze nails to obtain a trellis effect. An outstanding feature is the monumental chimneypiece of carved Roman stone, crowned with a cut-class overmantel.

Elevators are installed at convenient points to connect all decks, and direct connection between the gymnasium and the green and black marble swimming-tank five decks below on "D" deck is maintained by a fast private elevator. The bath has its own refreshment booth, spectators' balcony, dressing-boxes, electric bath, and is lighted by an underwater system.

Other features are the barber and hairdressing shops, manicuring and chiropody salons, shops, stenographer's offices, and a photographic darkroom.

On the operating side of the ship such up-to-date appliances as Welin-Maclachlan devits, electric sounding-machines, submarine signal apparatus, electric clear-view screens, and all the usual devices such as wireless direction-finders, etc.



Mr. Wm. Baird,
Steamship Passenger Traffic Manager.

Over One Thousand Passengers.

The Empress of Japan has a passenger capacity of 1,080 passengers, divided between first, second, third, and steerage.

"KEEPING FIT" ON THE EMPRESS OF JAPAN.

A gymnasium on board an ocean liner is no longer a novelty. The floating palaces of to-day which cross the mighty oceans between Canada and the Orient and Canada and Europe have gone one better than the best hotels. There are hotels that can invite their guests to bathe in private swimming-pools; but how many of them can offer the busy man or woman the use of a gymnasium?

"How to keep fit at sea?" Board one of the famous "White Empresses" bound from the Orient for Vancouver, or cross from Quebec to Southampton by an "Empress of the Atlantic." These liners have gymnasiums on board, and you will have no reason to fear the consequences of a period of enforced leisure. Leisure is desirable, and may be enjoyed to the full during a pleasant sea-voyage; but there are certain ways of spending leisure—time that makes its full benefits apparent and the more desirable.

Though the White Empresses are the fastest ships on the Pacific Ocean, a voyage from Yokohama to Vancouver is usually a matter of nine days, and during that nine days dainty and delicious foods delight the palate, easy and comfortable lounges, restful drawing-rooms, smoking-rooms, and card-rooms all combine to tempt the idle hours with their attractions. However, the well-equipped gymnasium on these Canadian Pacific liners offer to the passenger the best opportunities for keeping in the pink of physical condition.

The "Empress of Scotland," one of the biggest ships afloat, the "Empress of Australia," the most luxurious liner on the North Atlantic, have splendidly efficient gymnasiums, and the "Empress of France" is similarly equipped.

On the Pacific the "Empress of Japan" and "Empress of Canada" have gymnasiums which are in all respects like those of the three Atlantic Empresses. Spacious rooms, with excellent ventilation, and fitted with the latest equipment for almost every phase of athletic exercise. In addition, the "Empress of Canada" and the new "Empress of Japan" have swimming-pools, which are in the first rank of those to be found on board sea-going ships.

Camels and Horses.

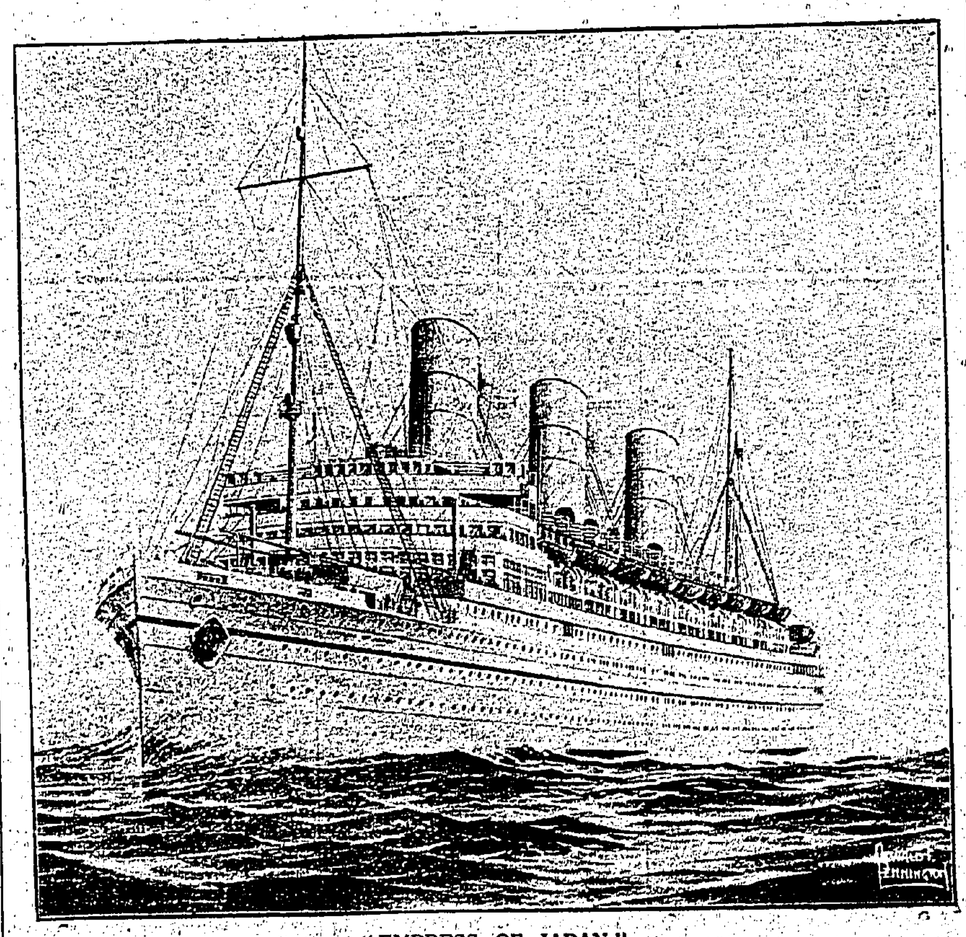
The apparatus with which the gymnasiums of the ships of the Canadian Pacific line are fitted is varied and diverting. The "horse" and the "camel" are perhaps the most popular among the machines. When travelling on the "Empress of Australia" and the "Empress of Scotland" to and from Canada on his last visit, the Prince of Wales rode many imaginary miles on the comfortable back of the "horse" and also on the "camel's" hump. These beasts are electrically controlled, and when the current is switched on the "horse," which is properly saddled and has crupper and stirrups, proceeds to emulate the movement of a horse in motion, and gives the rider a real and pleasant sensation of horse-back riding. The speed can be increased from a walk to a trot, from a trot to a canter, and from a canter to a gallop; but the "horse" is always a gentle beast and never throws his rider.

The "camel" machine is as popular as the "horse." The "camel" functions in a similar manner to the horse, but performs the rolling motion peculiar to the ships of the Sahara. The "camel" usually works overtime when the Round-the-World and Mediterranean Cruise Empresses are nearing Egypt, the ladies especially being anxious to accustom themselves to riding on the hump of a camel.

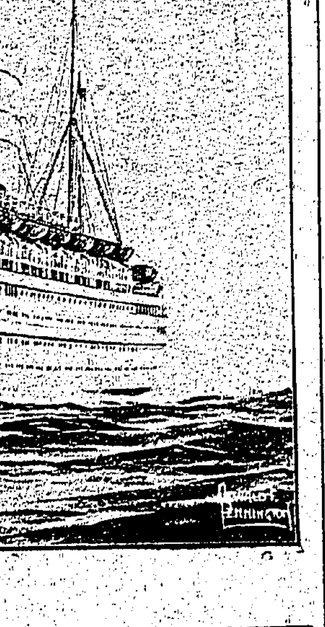
There are bicycle machines in the gymnasium of the Empresses. These are fitted with dials which record distances travelled to 500 metres. Bicycles are placed side by side, which offers the possibility of racing competitions.

Rowing machines, pulley-machines, which test the strength and develop the muscle, are amongst the apparatus with which the gymnasium of the Empress of Japan is equipped, and boxing-gloves, medicine-balls, punch-balls, foils, single-sticks, and Indian Clubs, provide boxers, fencers, and indian-club artists amongst the passengers with every opportunity of indulging in their favourite pastime.

The gymnasium itself is a spacious room, well ventilated, and fitted with electric fans which help to keep the air always fresh. During certain hours it is reserved for the exclusive use of the lady passengers, and most important of all a competent instructor to initiate the unsophisticated in the intricacies of the apparatus, how to punch a punching-bag without it hitting back, and row on the stationary sculls without barking one's knuckles and shins.



"EMPRESS OF JAPAN."



Captain S. Robinson, C.B.E., R.D., R.N.R., "Empress of Japan."

THE SWIMMING POOL.

Monotony, a fearful spectre that haunts the human race from cradle to grave, but specializes particularly on the unwary traveller who leaves on a trip unprepared against it, or chooses his means of transportation without due regard for the methods used to discourage its unwelcome visitations, nowadays suffers defeat at the hands of ship designers.

The swimming-pool has developed into an important item in the recreational and social activities on board the modern ocean liner.

It has been said of those who enjoy bathing that the sight of water—unless rimmed with ice-cakes—usually arouses in them the urge to disport themselves in it. Imaging the mental attitude of such people crossing the ocean without the opportunity of indulging in their favourite pastime.

This particular phase of ocean travel has been given more than ordinary consideration on the latest passenger ship launched into the world, the 26,000-ton Canadian Pacific liner Empress of Japan. The swimming-tank on this modern vessel is located in "D" deck, near the centre of least motion of the ship. It is one of the most modern bathing-pools afloat, connected by direct elevator to the gymnasium on the boat-deck. The pool is a perfectly-balanced black and green creation in Italian marble, fitted out on generous lines with a refreshment pavilion, a spectator's gallery, dressing-boxes, and the latest thing in electric baths. But the most unusual feature of all is the under-water lighting effect, which gives a bather the delightful sense of floating on a rainbow, and also doing away with deep and obscure waters so disliked by the timid bather.

KITCHEN INSPECTION.

One of the most popular occasions during any steamship voyage—with the ladies particularly—is the day that the Chief Steward arranges for an inspection of the kitchens.

Passengers with housewifely instincts, and even husbands who are interested from the viewpoint of the marvellous efficiency displayed—seem to revel in an inspection of th many devices that are embodied nowadays in what is still called the galley, but much more resembles the scientifically planned culinary department of a large institution.

As might be expected in this day of electricity, the kitchen of a modern liner relies almost exclusively on white coal for its ovens, broilers, toasters, egg-boilers—which are automatic as well as electric—tea and coffee urns, meat-grinders, bread-slicers, sausage-machines, ice-cream machines, potato-peelers, dish-washers, knife-sharpeners, silver-polishers, coffee-grinders, and the myriad other instruments that are now part and parcel of the art of cooking.

The new Canadian Pacific liner "Empress of Japan" is nearly the last word in electrical cooking. Not quite the last word, however, for the Canadian Pacific also has under construction a mammoth liner for its Atlantic service and, with typical Candian efficiency is embodying in that ship all the latest devices.

Kitchens capable of preparing food for 1,200 passengers that can be confined to the necessarily restricted space of a liner's hull must, of course, be the last word in planning and efficiency, the start towards which is gained by the absolute elimination of galley bunkering of coal through the substitution of electricity.

In addition to the space requirement there is the aspect of scientific food preparation to be considered. Readers of the lusciously-illustrated advertisements of nationally-known flour millers are all familiar with the modern recipe which demands exact and even temperatures. Such constant heats are assured by electric cooking.

Taking it by and large, the kitchen of a modern passenger liner is almost as intricate as the fire-control room of a battleship—and it is probably even more carefully planned.

THE EARLY "EMPRESSES."

Exactly forty years ago the first of the great White Empresses of the Canadian Pacific Steamship Lines was launched. The name of this famous clipper-stemmed liner, which commenced setting new speed records on the Vancouver, Hong Kong, and Shanghai run immediately she got out to her station, was the "Empress of Japan." With the arrival of the latest addition to the Canadian Pacific fleet on the Pacific Ocean, Chinese shipping centres will have the opportunity of seeing a new "Empress of Japan," a 26,000-ton liner, with a speed of 21 knots.

In 1887, the year the Dominion of Canada was born, it will be remembered that one of the conditions laid down by the Province of British Columbia in entering the Confederation (which province at that time was isolated from the rest of Canada by the imposing barrier formed by the Rocky Mountain chain) was the construction of a railway to establish the communition necessary for a centralized government to be of effect. This task was undertaken by the organization known as the Canadian Pacific Railway, and within five years of the time the Company undertook the task, it was completed.

Seeking Trade.

Then came the problem of finding traffic of sufficient value to pay the huge investment outlay in the years of construction. With the foresight that has always been an outstanding characteristic of this organization, the Canadian Pacific sought this much-needed traffic, both in passengers and freight, from the markets of Japan, newly opened to Western Commerce, and China, which already had a considerable trade with Europe. Looking ahead to the time when the trans-Canadian route would become the beaten trail from Europe to the Orient, the Canadian Pacific replied to the calling of tenders by the British Government for mail contact from the British Isles to Hong Kong, by offering to carry British mail from Halifax, or Quebec, to Hong Kong in 28 days 6 hours during the summer, and 35 days 6 hours during the winter, under penalty of these times being exceeded.

Mail Contracts.

A subsidy of £45,000 was to be paid annually by the British Government, and £15,000 by the Canadian Government. The Company was to construct vessels specially designed for this service. The offer was accepted and the contract awarded to the Canadian Pacific, which immediately ordered the three famous Empresses, the Japan, the India, and the China, to replace the Abyssinia, Parthia, and Batavia.

Owing to the great success of this venture, in 1906 it was decided to strengthen the cargo side of the Pacific service, and accordingly the "Monteagle," a ship of approximately 5,500 tons, was added to the fleet of passenger ship. Three years previously the Canadian Pacific had entered the trans-Atlantic shipping world with a fleet of fast passenger ships, so that the last link was forged in the chain of transportation reaching from Liverpool to Hong Kong under one management.

Rapid Development.

The development of the Canadian Pacific, both on the Atlantic as well as the Pacific Ocean, from 1906 to the present day has been one of such extraordinary magnitude in such a comparatively short space of time, that what the ultimate development of this line will be it is impossible to say. Every time Mr. Edward Beatty, President of the Company, visits England there is intense excitement among shipbuilders, for the event usually precedes something well worth recording. The outcome of such a visit by Mr. Beatty in 1928 was the order for two new great steamers of the Empress class, one for the Pacific service and one for the Atlantic.

The tender for the transpacific liner went to the Fairfield Yard, which has been responsible for the Empress of Russia, Asia, and Canada. In design she was to be an improved Empress of Canada, capable of a speed of 21 knots across the Pacific in any circumstances.

Thus, during the fall of 1929, there was launched the new "Empress of Japan." The people of Britain have already had a chance to see her, and marvel at her magnificence; Canadians and Americans had the opportunity when the liner concluded her maiden voyage from Liverpool to Quebec on June 20, and the people of China will have the same opportunity at the beginning of August, when the newest White Empress of the Canadian Pacific fleet makes her initial appearance at the ports of Hong Kong and Shanghai, in the great Far Eastern Republic of China.

Story of the Canadian Pacific Railway

MR. E. W. BEATTY.

CHAIRMAN AND PRESIDENT, CANADIAN PACIFIC RAILWAY CO.

Edward Wentworth Beatty, Chairman and President of the Canadian Pacific Railway, Chairman of Canadian Pacific Steamships, Limited, and head of the varied enterprises in the immense range of services covered by the railway, was born at Thorold, Ontario, on October 16, 1877. At the age of ten his father moved to Toronto, where he passed through preparatory schools prior to matriculating at the University of Toronto. He made a name there as an athlete, being a fast and smashing quarterback on the 'Varsity Rugby team. From Toronto University he went to Osgoods Law School, Toronto, and commenced professionally with a private law firm, of which one of the partners was A. R. Creelman, at a commencing salary of $50 a month. When Mr. Creelman was appointed chief solicitor for the Canadian Pacific Railway in 1901 Mr. Beatty went with him. His life as a railwayman is therefore virtually contemporary with the century. In 1913 he succeeded Mr. Creelman as General Counsel for the Canadian Pacific Railway, and in 1918 followed Lord Shaughnessy as President of the road, being at the time the youngest railway president in America.

The railroad he directs includes the following properties:—15,740 miles of railway owned and operated in Canada, and 5,065 miles of railway operated in the United States.

A great chain of hotels across Canada, in all the major cities of the Dominion, including the Royal York Hotel at Toronto, the largest in the Empire, together with many bungalow camps for sportsmen and tourists.

Over half a million tons of shipping on the Atlantic and Pacific oceans, the Great Lakes, and Coastal services.

165,000 miles of telegraph wires.

100,000 employees scattered all over the world from Europe to the Far East.

A $23,000,000 irrigation scheme in Western Canada.

Millions of acres of farm-lands.

An Express Company that serves the entire railway system and the world.

In an interview given some years ago, Mr. Beatty gave his recipe for success. "I never saw a man or a boy who got anywhere if he did not work. There are three or four simple things that tend to a man's success. The first is good health. The next is honesty. The third is education, and the fourth is work. A man from his shoulders down is worth $2.50 a day, but from his shoulders up there is no limit to his earning capacity."

The President of the Canadian Pacific Railway takes a great interest in Canadian education. He is Chancellor of McGill University, and a member of the National Council of Education. He also leads in many public movements, such as the Navy League, and in social service organizations such as the Association of Federated Charities. Boys provide him with one of his chief hobbies, his practical interest in all phases of work among them being constantly manifested. It is universally conceded that he has proven himself, by his wide grasp of important matters within the Company and out, to be worthy of the chair he occupies, and his sympathetic humanity and attractive character have won for him not only the esteem and affection of his officers and employees, but of the people generally.

THE CANADIAN PACIFIC.

If money truly holds the loquacious reputation ascribed to it the $44,238,000 spent in 1929 by the Canadian Pacific Railway on 30 locomotives, 116 passenger coaches and 9,400 freight-cars for the improvement of its services to its patrons should serve as a practical indication of the scale on which business is conducted by the company which holds the world's premier position as a privately owned transportation system.

But if the dollars and cents are eloquent, it is only in their interpretation into service to a young and growing country, which the C.P.R. links to the rest of the world through its very important share in the "All-Red route." It is not too much to say that the company holds a world-wide reputation as a carrier of the public and its goods both by land and water. If the material aspect is to be resumed, suffice to say that at the end of the current year the Company will have spent more than $430,000,000 in a decade on capital account, with some $300,000,000 of the sum named expended in the past five years.

A Canadian Concern.

It is essentially a Canadian concern, built by Canadians on plans conceived by Canadians for the service of Canadians, and of the whole Empire and, indeed, of the world at large. Thousands of miles of railway; a smart modern fleet of steamships for both passenger and freight services; a string of hotels second to none in comfort and accommodation, to say nothing of mines and farms, all form one great system, schooled to the same high standards of service, backed by the same great investments.

The Canadian Pacific Railway links the Atlantic and Pacific Oceans, traversing the 3,000 miles between the two and running through practically all the major cities of Canada. According to the latest annual report of the Company, the total mileage is around 21,000, of which 16,055 miles are in Canada. It operates steamship lines on both oceans joining Canada with Europe on the East and with Japan and China on the West, and in the principal cities of Canada, as well as the outstanding beauty-spot in the Rocky Mountains and elsewhere. It owns hotels, of which the Chateau Frontenac at Quebec, the Place Viger at Montreal, the Royal York at Toronto (largest hotel in the British Empire), the Saskatchewan at Regina, Palliser at Calgary, Banff Springs Hotel and Chateau Lake Louise in the Rockies, Vancouver Hotel at Vancouver, and the Empress at Victoria, are among the most important.

Largest Private Concern in the Empire.

It is the largest privately-owned concerns in the British Empire, and one of the largest in the world. An idea of its expenditures is afforded by the facts of its outlay in 1929. In order to improve service and supply its patrons with the latest improvements in rolling-stock, the Company built and purchased in that year 116 passenger-cars, 9,400 freight-cars and 30 locomotives, involving a total expenditure of $44,238,000, in addition to which appropriations exceeding $200,000 were necessary for such interior furnishings as upholstery, chairs, curtains, etc. Furthermore, over $4,700,000 was allotted to the adding of modern improvements to existing cars and locomotives.

The Chairman and President of the Canadian Pacific Railway, Mr. E. W. Beatty, addressing a body of traffic-men recently, stated that in the last five years his Company had spent on capital account alone in Canada and for the Canadian services a sum in excess of $240,000,000, and during the same period constructed more than 1,000 miles of branch lines. In the past ten years the sum spent by the railway on capital account was, said Mr. Beatty, in excess of $386,000,000. In addition a $50,000,000 programme of development and improvement of facilities by the Canadian Pacific Railway is announced for 1930.

Ten Years' Progress.

In the ten years referred to the Canadian Pacific Railway has rock-ballasted more than 2,000 miles of railway, it has increased the weight of rail and has block-signalled over 1,300 miles; also it has increased its rail mileage by almost 2,500 miles, which a few years ago would have been considered a great system in itself. It has built at Vancouver one of the most modern piers in the world for ocean and coastal freight and passenger service. It has completed construction and lining of the great Connaught Tunnel, in the Selkirk mountains, at a cost of more than $8,000,000. It has borne its share of the cost of the great viaduct in Toronto. It has spent millions of dollars in enlarging, modernizing, and strengthening its bridges, and it has made the most conspicuous development, through the efforts of Canadian engineers, in designing and constructing the largest and most powerful locomotives in the British Empire. One aspect of its development is particularly interesting to travellers, namely, the improvement in the rolling-stock of the Company in what might be termed *de luxe* equipment, overnight sleepers, lounge and compartment cars, indicating the fact which all Canadians take pride in, namely, that Canadian railways are determined that in equipment they shall at least equal the service and equipment in any other country in the world. Since the war the Canadian Pacific Railway has built almost a complete new fleet, leaving only three vessels in service which were in operation at the outset of hostilities. In C.P.R. "Princess, Duchess, and Empress" vessels there has been set a newer and higher standard of steamship service in Canada and between Canadian ports and those elsewhere. Additions to the Company's fleets in the last ten years have involved an expenditure of over $95,000,000. Within the same period total expenditure by the Company on hotels, some of which are enumerated above, is in excess of $42,000,000.

New locomotives have been designed to give the Canadian farmer and industrialist still more perfect train service. The new passenger equipment will set a new and high standard of service and comfort, and one which no country in the world can better.

Most of this new passenger equipment has been designed for service on the long-distance, all-sleeping car trains, such as the Trans-Canada, Limited. A short paragraph on these cars will emphasize the great lengths to which the Canadian Pacific will go to ensure that the traveller gathers his impressions of the Dominion under the most pleasant auspices.

(*Continued at foot of next column.*)

MR. GRANT HALL.

VICE-PRESIDENT, CANADIAN PACIFIC RAILWAY.

Grant Hall, Vice-President, Canadian Pacific Railway, was born in Montreal on November 27th, 1863, and was educated at Bishop's College and School, Lennoxville, Quebec. He joined the C.P.R. in 1887 as locomotive foreman; later he left the C.P.R. and from 1893 to 1898 was general locomotive foreman on the Intercolonial Railway at Moncton, New Brunswick. In September, 1898, he returned to the Canadian Pacific Railway, where he was consecutively general foreman (first at the McAdam, and later at the Winnipeg shops); master mechanic of the British Columbia division; assistant superintendent of motive power, eastern lines, and superintendent of motive power and car department, western lines; from November, 1911, to December, 1914, assistant general manager, western lines. In 1914 he was appointed Vice-President and General Manager.

Grant Hall, who has been since 1918 Vice-President with jurisdiction over all lines, has been aptly described as a "big man physically with a heart as big as his body." "Grant," as he is known by the rank and file of the railway, is a favourite with everyone from the trackwalker up."

The Solarium Car.

The Solarium Car, which is designed as rear-end equipment for the Trans-Canada, is a car given over entirely to the comfort and convenience of the passenger. It includes two shower-baths, a ladies' lounge, a smoking-room, buffet, main observation-lounge, and a Solarium Lounge—which takes the place of an open platform and which is glazed with Vita Glass, to admit the most beneficial of the sun's rays. These cars were built at the company's own shops at a cost of not less than $90,000 each. An approximately similar sum has been expended upon each of the luxurious sleeping-cars, and upon the new diners, all of which embody all the latest developments in public comfort, convenience, and safety.

Apart from its contribution to Canadian development through its interests in agriculture, its development of natural resources and in the fostering and placement of industry, the Canadian Pacific has made contributions of inestimable value through its activities in connection with the tourist trade, which brings to Canada more wealth than all the country's gold-mines produce, and through its steamship activities by which it has made Canada known throughout the world.

The company has spent millions of its own money in advertising Canada the world over, and greater sums still in the establishment of tourist hotels, and other facilities in those parts of the country which lend themselves to that development.

(*Continued on next Column.*)

Great Engineering Feat.

Among the greatest engineering feats on this continent was the construction on the Connaught Tunnel, the work on which was started by the Canadian Pacific Railway Company in 1913, costing when completed well over $8,000,000, or over $1,350,000 a mile for the tunnel—which pierces Mount MacDonald in the Selkirk Range—is nearly six miles long.

In September, 1913, construction began on this tunnel, which is now the longest on the continent, with the exception of the Moffat Tunnel in the United States. The total length is 26,400 feet, and obviates the necessity of using two long spiral loops and many miles of snow-sheds, the improvement being designed to effect very considerable grade reduction and the abandonment of what was once the costliest section of the entire system.

For many years the Company has been effecting a reduction of its gradients, and in this connection also the Company bored, four years before the construction of the Connaught Tunnel, two spiral tunnels through Mount Cathedral and Mount Ogden in the Canadian Rockies, eliminating what was known in railway circles as "the big hill" between Field and Hector. The Connaught follows a straight line under Mount MacDonald, emerging in the Beaver Valley at a point about 1,000 feet below the old line. The eastern entrance is situated almost immediately below Hermit, east of Rogers Pass, and nearly 47 miles from Golden.

The Connaught Tunnel has resulted in shortening the route through this almost impassible mountain country by four miles. Two years were required by the engineers before the actual entrances of the tunnel were decided upon. The first route chosen was six and a quarter miles long, which was later abandoned for the present location.

A Mighty Bridge.

Faith in Canada's northern areas of resources becomes a reality in the Canadian Pacific bridge at Nipawin, Saskatchewan. Designed to take the heaviest locomotives likely to be built, this magnificent structure, a little more than 1,907 feet long, spans the Sasketchewan River at a point leading from the more definitely agriculutral section into timber and mining districts of recognized magnitude. It will afford ready access to still further farm lands, and direct transportation possibilities for those who will explore and develop mineral expanses rich in promise.

Among the major operations of the Canadian Pacific Railway for the year 1929 the Nipawin Bridge, begun in October, 1928, is one of the exceptionally large steel structures in Western Canada. In symmetrical spans it connects north and south banks of the Saskatchewan at 150 feet above water-level of the river. It provides not only railroad transit calculated for 80,000 pounds axle-load on the engine-drivers, but it made in double-track fashion with a sixteen foot highway for vehicular traffic on the lower chords, designed for fifteen-ton loading.

This steel roadway, built on a creosoted under-structure with a two-inched untreated wearing surface, will carry the Saskatchewan Government's provincial highway across the river. Legislative forces co-operated with the railway company in relieving the situation, which naturally proved a hindrance to agricultural development. Hitherto a ferry was required to convey travellers and vehicles across, a mode of travel full of difficulty by reason of the steep descents to the water level on both banks, a particularly serious condition in winter. At each end there is a trestle-approach connecting the bridge roadway with the usual highway to the river. What this connecting link will mean in agricultural settlement and progress can scarcely be computed.

All-Round Activities.

This Company was first a railway company only and railway transportation is still its major activity, but the Canadian Pacific Railway Company of to-day is much greater than a railway company in the ordinary interpretation of that term. It comprises within one corporate existence many activities, several of which, taken by themselves, would be considered very substantial Canadian enterprises. For example, it is a steamship company and the largest Canadian steamship company. It is the only Canadian Company maintaining a first-class passenger service to and from Canadian ports, and its additions to the fleets in the last five years has involved an expenditure of the enormous sum of $45,000,000. It is a lake, river and coast steamship company. It is a telegraph company. It is an express company. It is an hotel company. Its hotel investment alone constitutes it one of the largest of that kind in the world. It is a land company. It is a settlement and colonization company. It is a lumber company. It is a mining company, the second largest mining company in Canada. It is a townsite and housing company. It is a coal company. It is an irrigation company, and it owns an operates experimental farms. In deed and in fact the Canadian Pacific Railway plays a major part in the development and prosperity of this Dominion.

Locomotive No. 5900.

Greatest locomotive ever constructed in the British Empire and one of a fleet of twenty monsters revolutionizing freight and passenger traffic in the West, Canadian Pacific Locomotive Number 5900, oil-burning giant, designed for use over the heavy grades of the Canadian Rockies, has been released from the Montreal Locomotive Works, where it was built for service to the specifications of the railway.

This engine will do the work of two or more of the lighter locomotives in use on the railway, and when in operation will release for service elsewhere on the Company's lines considerable motive power equipment. It is technically known as the 2-10-4 type—that is, two wheels on the leading truck, ten 63-inch drivers and four wheels on the trailing truck. Each engine and tender over all measures 98 feet and weighs 750,000 lbs., eighty times heavier than Stephenson's historic "Rocket." It possesses a tractive effort of 78,000 lbs. and will be able to develop over 4,200 horse-power, or about 85 times as much as the "Rocket" at a capital cost 45 times as great. The cylinders are 23½ inches in diameter and the stroke is 32 inches.

One of the unusual features about the 5900 is the fact that the cylinders and under-frames were cast in one solid piece, weighing in the neighbourhood of 67,000 lbs. This great casting, which is normally made up of a number of massive sections bolted together, takes in the cylinders, main frames, cradle frames, and all crossties, thereby achieving far greater rigidity than is otherwise obtained.

The tenders also were constructed of a similar casting, embracing the bottom of the tank and underframe in one solid piece. Each tank has a capacity of 12,000 imported gallons of water and 4,500 gallons of oil.

The oil-fired boiler, containing over two miles of piping, is constructed wholly of nickel steel, and designed to withstand 280 lbs. boiler pressure. In addition to the nickel steel boiler and firebox plate and staybolts, all forging is of a new composition, low carbon nickel steel, which has been experimented with during the past year with good results.

These locomotives, like other engines in service on the Mountain subdivision, will operate as oil burners and the tender carries a specially designed oil tank mounted in the customary coal space of the tender. The locomotive will operate at 275 lbs. boiler pressure which, with the 63-inch diameter driving wheels used and cylinders 26½ inches diameter by 32-inch stroke, will give a rated tractive effort of 78,200 lbs. to the rail. The first two locomotives will also be equipped with locomotive boosters, driving the second pair of wheels on the four-wheel trailing truck. The booster consists of a small two-cylinder engine geared up to the rear trailing truck wheels, which can be used up to speeds of 12 miles an hour to augment the tractive effort obtained by the locomotive.

(*Continued at foot of next column.*)

MR. GEORGE STEPHEN.

Mr. George Stephen, who succeeded Mr. W. R. MacInnes as Vice-President in charge of traffic of the Canadian Pacific, entered the service as a junior clerk in the foreign freight department on June 22, 1889. His career since then has been one of steady advancement, and experience in all the branches of railway freight traffic. After serving at Saint John, N.B., and in Montreal he was promoted to the post of chief clerk in the general freight office of the Company at Winnipeg, serving in that capacity until July 1900. Mr. Stephen subsequently held the posts of travelling freight agent in the provinces of Manitoba and Saskatchewan from July to December 1900, and contracting freight agent in the Kootenay territory of British Columbia from January until June, 1901.

In June 1901 Mr. Stephen entered the service of the Canadian Northern Railway as chief clerk in the general freight office of that company in Winnipeg, being made general freight agent in 1903. In March, 1916, he was again promoted, this time to the post of freight traffic manager for the same territory, and in December, 1918, Mr. Stephen's ability was again recognized when he was appointed freight traffic manager for the Canadian National system, with headquarters at Toronto. Mr. Stephen continued in the latter post until he resigned in November 1922, to re-enter the service of the Canadian Pacific Railway, as assistant freight traffic manager for the lines west of Fort William. On July 1, 1927, Mr. Stephen was appointed freight traffic manager of the Canadian Pacific system with headquarters at Montreal. Mr. Stephen is a Canadian and, while a native of Montreal, has spent many years in different posts throughout Canada. He is equally well-known in the Prairie Provinces, British Columbia, and the Maritimes.

"2800" LOCOMOTIVES.

The new 2800 class locomotives placed in service by the Canadian Pacific Railway marked yet another forward step in the history of motive power.

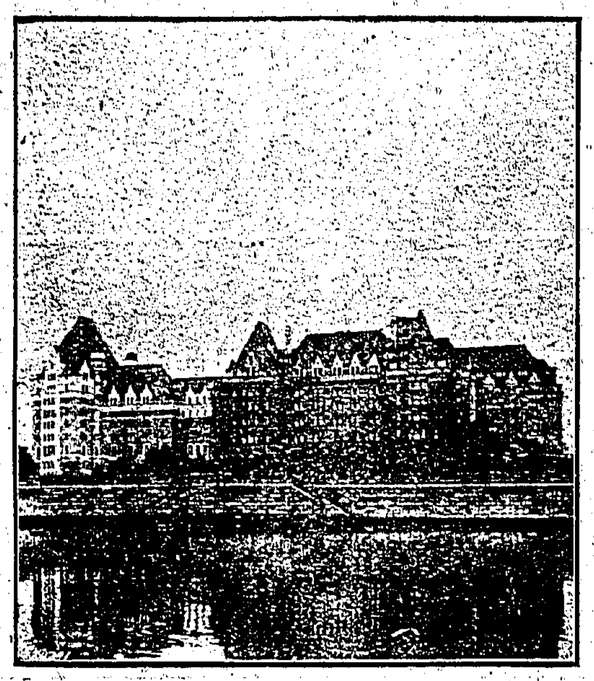
These locomotives, ten of which were built for fast passenger schedules, are of the Hudson type and in their speed, power, and efficiency, represent the result of years of experience in designing and construction on the part of the Company's engineers.

The new engines have a wheel arrangement not previously used in Canada, with four wheels in the leading truck, six 74 inch driving wheels and four wheels in the trailing truck. The weight of the engine is 351,000 pounds, of the tender 203,000 pounds, while the overall length of the two is 91 feet 1⅛ inches.

The maximum additional tractive effort obtained by the booster is 12,000 lbs.

The cab is of rather different design from any that have been used heretofore, the roof being pinched in from the width at the floor which is necessary to obtain ample clearance in tunnels. This has required a very careful study of the location of the various appliances in the cab, and a very well laid-out cab gives ample room for the crew and maximum convenience in operating the locomotive.

A Long Chain of Wondrous Hotels



Empress Hotel, Victoria.

AS the measurement of a journey in the good old coaching days was measured by the inns where "good accommodation" was a fact as well as a precept, so to-day, when iron-horses course along steel highways, it is fitting that their stopping-places should be provided with first-class hotels.

Just such a policy has been developed by the Canadian Pacific Railway, the largest hotel-company in the Dominion of Canada, in its great chain of hotels from Atlantic to Pacific, aligned to the high standard of efficiency and service characteristic of every branch and department of the world's greatest privately-owned transportation system.

Nor are these hostelries merely stopping-places for travellers; they are temporary homes for those who would visit the great places of Canada, be they seekers after rustic beauties or men of affairs, whose duties take them to the great industrial and commercial centres of the great and growing Dominion.

Victoria and Vancouver.

The Empress, in Victoria, and the Vancouver, in Vancouver, give the voyager from the Orient his first glimpse of the shore-service of the company which operates the White Empresses of the Pacific. He will find them in every way as typical in hospitality, courtesy, and service, and a meet threshold for his entry into the vast system of railway which is to take him through the country. The Royal York, in Toronto; the Palliser, in Calgary, and the Chateau Frontenac in Quebec, will all offer proof of what can be done to make the public comfortable in Canada's cities, while the Banff Springs Hotel and the Chateau Lake Louise, in the Canadian Rockies, offer the same standard of accommodation in surroundings of unsurpassed beauty.

(Continued on next Column.)

Serving Vancouver, Canada's gateway port to the Orient and the commercial capital of British Columbia, the Hotel Vancouver takes up a prominent place in the social and business life of that city. Fireproof in construction and having 521 guest-rooms with ample public and convention space, it is built on a commanding site overlooking the straits of Georgia. From the Roof Garden that tops the hotel there is a magnificent view of Vancouver and surroundings.

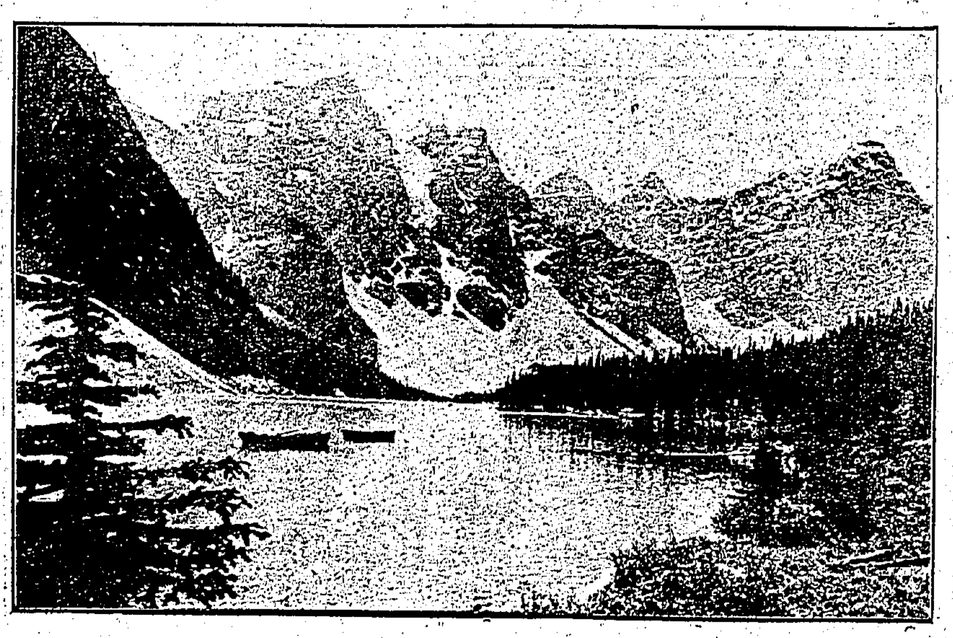
Victoria, claimed to be the most British city on the continent, is well served by its principal hotel, the Empress, situated in a beautiful formal garden that fronts on the Inner Harbour of the city. Extensive alterations and additions just completed have brought a total accommodation for guests up to 589 rooms. During the winter two festivals, Yule, and Sea Music, are featured at the Empress, and a mid-winter golf tournament brings many visitors each February.

(Continued on next Column.)

There is a magnificent Vice-Regal suite, Tudor grill-room, a conservatory with fountain and masses of exotic blooms, and the usual convention and public room space. There are a number of fine golf-courses within easy reach of the hotel, and close by is the Crystal Gardens, a glass-roofed amusement casino with spacious dancing-floors, carpet-bowling and badminton courts, and a fine swimming-pool with warmed sterilized sea-water.

Lake Louise.

Chateau Lake Louise, forty miles on from Banff, in the heart of the Rockies, has 300 guest-rooms, and owes world-wide fame to the incomparable beauty of the Lake where it is located. This view of the beautiful blue waters mirroring the snow-capped semi-circle of peaks at its base has been made famous in a thousand pictures and photographs, but to be realized it has to be seen. The hotel itself is framed in gardens of poppies, and some of the most lovely walks and rides on the continent are at its doors. Two widely different aspects of beauty in its highest form are shown the visitor to Banff and Lake Louise.



Lake Moraine, Valley of the Ten Peaks.

Banff Springs.

In a wholly different scenic setting, locked in the snow-capped Rockies, stands the Banff Springs Hotel, glorious in its semblance to an Old Scotch baronial castle, but not one whit less comfortable than its sister hotelries in the great cities of Canada. Its situation is among the most lovely in the world, 4,625 feet above sea-level, and commanding magnificent views of the mountain-encircled Valley of the Bow. Construction is fire-proof throughout. The giant frame-work of the hotel is steel, and the massive exterior walls raising 14 stories in height are of native rock trimmed with cut Tyndall stone, whose soft colour-effect lends striking beauty to the imposing structure. The hotel has 600 guest-rooms, all with bath, and there are 38 luxurious special suites, no two of which are alike in arrangement and decorative treatment. Among them are the Vice-Regal suite, Swiss, Italian, Renaissance and Anglo suites with Jacobean, Tudor, Georgian, Louis XV., Louis XVI., Empire, and Art Moderne suites. Services connected with the hotel are tennis-court, an 18-hole golf-course, placed in some of the most delightful scenery in the world, two large swimming-pools, one cool and one filled with warm sulphur water, and every variety of mountain sport, hiking, boating, trail-riding, and nature study.

Calgary.

Within sight of the Rockies Calgary has the Palliser Hotel, a community centre where the stranger can observe the West in its most colourful aspect. The hotel is located at a point whence the alluring blue outlines of the Rockies can be seen in the distance above the roofs of the city. It had five hundred rooms which, with four additional floors now completed, brings it to a total of 700 rooms. The ballroom has been almost doubled in size with much more space on the ballroom floor. Distinctive features are the Oval Drawing Room, the Sun Parlor, and the convention rooms.

Regina.

Regina, capital of Saskatchewan, has the Saskatchewan Hotel, an imposing structure of limestone, occupying a central situation in the city just south of beautiful Victoria Park. Its windows command striking views of the parks and tree-lined boulevards of the city and of the spreading prairies beyond. With its modern equipment, fine cuisine, and high standard of service, it is a most delightful stopping-place for those desiring to *rest for a time in the heart of* Canada's great West. The Saskatchewan contains 271 guest-rooms, each with private bath and twin beds. It holds at the disposal of guests a number beautifully-decorated special suites. The Spanish Tea Room and Spanish Lounge are popular features, and there is a handsome Convention room for public assemblies.

Winnipeg.

Reaching Winnipeg the Railway has the Royal Alexandra Hotel, conveniently located within easy distance of the business, shopping, and theatrical districts of the city, and adjacent to the Canadian Pacific Railway station, with which it is connected by a passage-way. The hotel has 405 guest rooms, of which 220 have private baths, and in addition has a number of private suites as well as the luxurious Vice-Regal suits, while many of the ordinary guest-rooms may be arranged into suites of conveniently varying sizes. The Gold Roof, Oak Grill Room, Ballroom, and Convention rooms, offer every facility for the convenience of visitors.

Toronto.

Coming to Toronto there is the $16,000,000 Royal York Hotel with, when the present addition is completed, 1,156 rooms, and the largest hotel in the British Empire. It will also have 58 suites, and very handside convention and public rooms.

In the largest hotel in the British Empire, the Royal York, located in the heart of the business section of Toronto, itself one of the most important centres of the Dominion, the Canadian Pacific Railway has reached the highest development of its comprehensive programme of hotel service along its lines.

The Royal York is the last word in accommodation for the travelling public and has, in addition, excellent convention halls and public spaces.

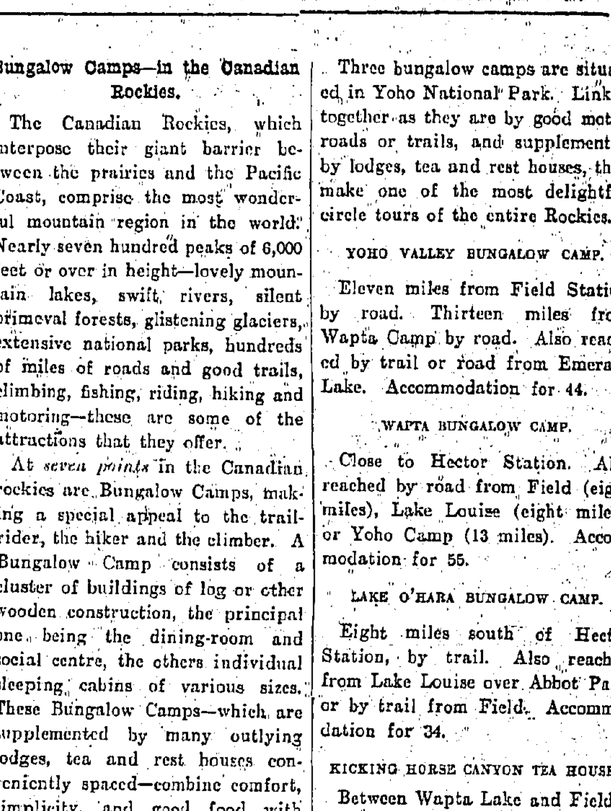
Montreal.

Montreal has the Place Viger Hotel, with 118 rooms, and is again of the French Chateau type of architecture

Quebec.

The great ports, both east and west have not been forgotten, for Victoria and Vancouver both have excellent Canadian Pacific hotels, while in Quebec, former capital of Lower Canada, the Chateau Frontenac, built on the site of the old French Governor's residence, stands [illegible] in the story of the hotels of the world.

The palatial Chateau Frontenac, magnificently located above the St. Lawrence has 20 suites and 678 rooms, with convention and ballrooms.



Chateau Lake Louise.

Bungalow Camps—in the Canadian Rockies.

The Canadian Rockies, which interpose their giant barrier between the prairies and the Pacific Coast, comprise the most wonderful mountain region in the world. Nearly seven hundred peaks of 6,000 feet or over in height—lovely mountain lakes, swift rivers, silent primeval forests, glistening glaciers, extensive national parks, hundreds of miles of roads and good trails, climbing, fishing, riding, hiking and motoring—these are some of the attractions that they offer.

At *seven points* in the Canadian rockies are Bungalow Camps, making a special appeal to the trail-rider, the hiker and the climber. A Bungalow Camp consists of a cluster of buildings of log or other wooden construction, the principal one being the dining-room and social centre, the others individual sleeping cabins of various sizes. These Bungalow Camps—which are supplemented by many outlying lodges, tea and rest houses conveniently spaced—combine comfort, simplicity, and good food with moderate charges—and always they have the background of magnificent nature.

YOHO NATIONAL PARK.

Yoho National Park, with an area of 476 square miles, lies just west of the Great Divide on the western slopes of the Rocky Mountains. It is a region of charm and winsome beauty, of giant mountains and primeval forests, of rushing rivers and sapphire-like lakes. Its principal river is the Kicking Horse, with the Ottertail and Yoho as main tributaries: its chief lakes are Emerald, Wapta, McArthur, O'Hara and Sherbrooke. The Yoho Valley (with its great glacier, Twin Falls and Takakkaw Falls), Emerald Lake, Burgess Pass, Lake O'Hara and Lake McArthur are amongst the chief scenic features.

Three bungalow camps are situated in Yoho National Park. Linked together as they are by good motor roads or trails, and supplemented by lodges, tea and rest houses, they make one of the most delightful circle tours of the entire Rockies.

YOHO VALLEY BUNGALOW CAMP.

Eleven miles from Field Station by road. Thirteen miles from Wapta Camp by road. Also reached by trail or road from Emerald Lake. Accommodation for 44.

WAPTA BUNGALOW CAMP.

Close to Hector Station. Also reached by road from Field (eight miles), Lake Louise (eight miles), or Yoho Camp (13 miles). Accommodation for 55.

LAKE O'HARA BUNGALOW CAMP.

Eight miles south of Hector Station, by trail. Also reached from Lake Louise over Abbot Pass, or by trail from Field. Accommodation for 34.

KICKING HORSE CANYON TEA HOUSE.

Between Wapta Lake and Field—Meals only.

NATURAL BRIDGE TEA HOUSE.

Between Field and Emerald Lake—Accommodation for 4.

SUMMIT LAKE REST HOUSE.

Between Yoho Valley and Emerald Lake. No meals.

TWIN FALLS LODGE.

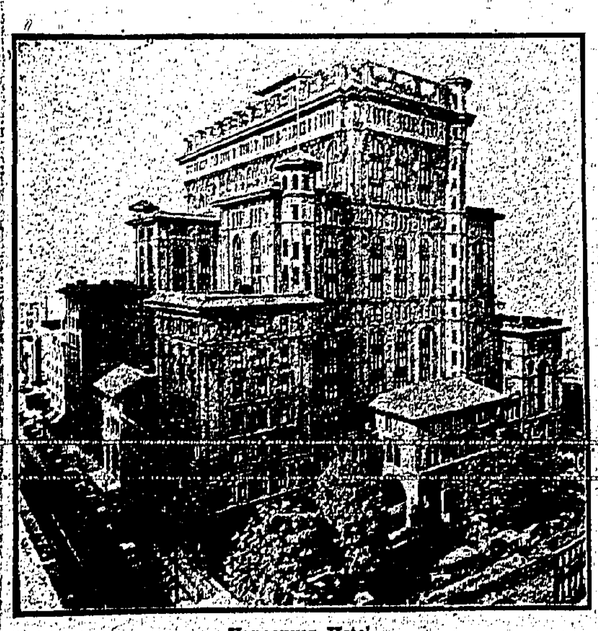
In the Upper Yoho Valley. Accommodation for 8.

ABBOT PASS ALPINE HUT.

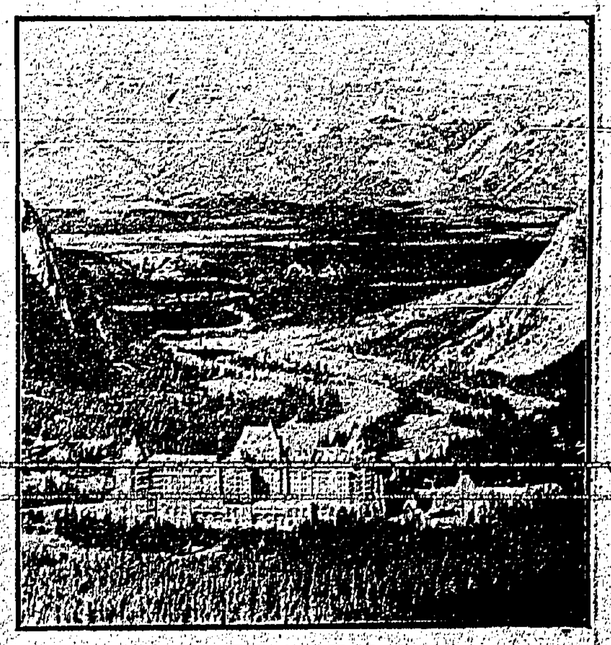
Between Lake O'Hara and Lake Louise. Sleeping accommodation for 20—no meals.

PLAIN OF SIX GLACIERS TEA HOUSE.

Between Abbot Pass and Lakes in the Clouds. Sleeping accommodation for 4—meals served.

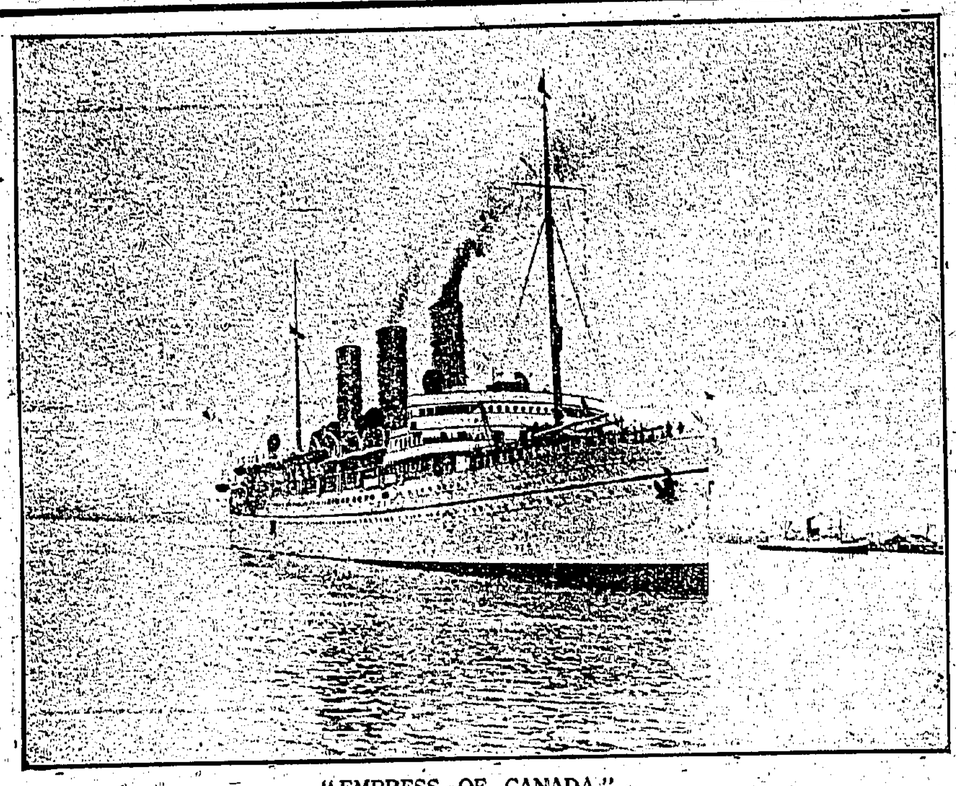


Vancouver Hotel.



Banff Springs Hotel.

Cable Links Across A Continent



"EMPRESS OF CANADA."

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Sixty Years Ago.

One of the strongest arguments advanced for the construction of the Canadian Pacific Railway was the necessity for military purposes of a railway through British territory on the North American continent. And if the necessity for such a railway existed, the need was equally pressing for an "All-Red" telegraph line, to quote the term coined by Sir Sanford Fleming in connection with the installation of the Pacific cable in 1901. British Columbia had had communication with the outside world by telegraph since the fall of 1864, when a line was completed south from New Westminster connecting with the Western Union Telegraph Company's system at the international boundary. Victoria and Nanaimo were connected with New Westminster by land-lines and a cable across the Strait of Georgia, and a line was later built through the Fraser Valley to Yale, and then along the famous Cariboo road to Barkerville, a line branching off at Cache Creek—an important mail and telegraph centre in the early days—to Savona's Ferry and Kamloops. In 1867 the Western Union took over and operated the lines, but abandoned them in 1880, and for nearly a year the interior of the colony was isolated as far as telegraphic communication was concerned. On August 7, 1870, the Government resumed the operation of the lines, and in 1871, when British Columbia entered the Canadian Confederation, the telegraph system was transferred to the Canadian Government.

An Expensive Luxury.

But the service was very unsatisfactory, and the line connecting the Atlantic and Pacific provinces passed through foreign territory. The business was small, and in 1880 the number of messages handled at New Westminster averaged only twenty daily, and the total revenue over the entire system amounted to $7,000 annually. The line was very expensive to maintain, and thus, on July 4, 1886, when the Canadian Pacific Railway was completed to Port Moody, the Dominion Government was quite ready to transfer its telegraph-lines and cables to the railway company, that portion of the line from Ashcroft north to Barkerville being excluded from the deal between the Dominion and the Canadian Pacific Railway and remaining under the control of the government.

The Canadian Pacific Railway opened its office for commercial telegrams early in September 1886, and a big business was done from the very start, as besides messages originating on its own system, it handled all the business of the United States Postal Telegraph Company between points in the Eastern States and San Francisco and other Coast cities, in addition to Press reports for the Coast newspapers.

A Humorous Interlude.

An interesting event occurred on February 17, 1889. On that date the Canadian Pacific Railway direct telegraph line reached Fredericton, New Brunswick, from Vancouver, and greetings by wire were exchanged between the Mayors of these cities. The great difference in climate between the extreme west and the extreme east of Canada in February was emphasized in the wires. New Brunswick was in the depths of winter, while British Columbia on the coast was enjoying high spring. So the Vancouver wire ran: "Wish we had transcontinental telescope as well as telegraph so that you could take a peep at our gardens and fields this morning. Take my word, they look glorious." The Fredericton Mayor, with his city feet deep in snow, replied: "On receipt of your telegram several of the audience fainted and the few remaining got up and left for Vancouver."

Copper Coins.

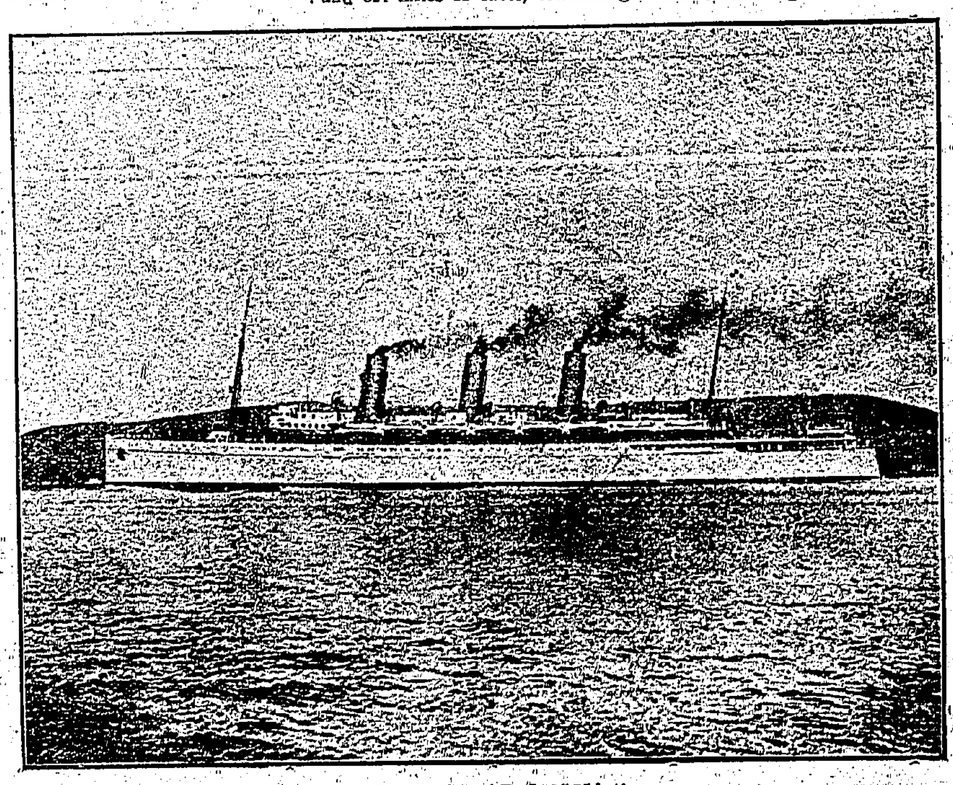
Another curious result of the taking-over of telegraph service by the Canadian Pacific Railway was the fact that the railway was the first to put copper coins into circulation in British Columbia. This occurred in 1897. As in most Western cities, coppers were unknown in Vancouver in those days. The rule was that when anything came to an odd three cents, the buyer paid five cents, but if it was one or two cents the seller lost that amount. This practice was also followed with telegraph tolls. But an Eastern man one day demanded exact change, and on being told that the office had no copper coins wrote an indignant letter to Sir William Van Horne, then President of the system. The latter at once shipped out several sacks of coppers to the office, and wrote a courteous reply to the angry Easterner, informing him that in future he would be able to get his exact change. At the same time Sir William questioned the wisdom of introducing coppers, as it would probably tend to lower wages generally. But though the telegraph-office after that would always offer the exact change, few people wanted the coppers, as they were then of no use, and it was not until this century that copper cents came into general circulation.

160,000 Miles of Wire.

On December 31, 1886, the outside plant consisted of 4525 miles of poles, 14,506 miles of wire, and 50 miles of cable, most of the latter being used to connect Vancouver Island with the mainland. The wire was of No. 9 and No. 6 BWG iron. Extensions of the lines and the provision of facilities for increased traffic were so great that on December 31, 1928, there were 16,391 miles of poles, 160,287 miles of wire, (of which 61.2 per cent were copper and the balance iron), and 324 miles of cable, containing 5505 miles of wire. The number of telegrams handled in 1887 were 567,840 in 435 offices; during 1928 there were handled 6,858,597 telegrams from about 1650 offices. Cablegrams filed in 1928 number 440,539, and cablegrams received were 382,797, totalling 823,336 in all for the year. Outside of a few short pieces in cities the first copper wire erected in 1898 from Montreal to Vancouver weighed 300 lbs. per mile. This copper has since been found so efficient that it has been very extensively brought in use, and now comprises as stated above 61.2 percent of the total wire in use. This copper wire is No. 6 and No. 9, the first weighing 300 lbs. per mile, and the second 210 lbs. per mile.

Blue-stone gravity batteries were in general use throughout the system until 1896. Storage batteries were installed in Ottawa in 1896 and afterwards at various other main points, but wherever more than one source of power could be obtained, it was replaced by motor generators, and to-day all large offices of the company are supplied with current either from storage battery or machines. Where only one source of outside power can be obtained, storage batteries are used to bridge over any breakdown in the source of power. But where more than one source of power is available, motor generators are used.

The printer telegraph was first installed on the lines of the company between Montreal and Toronto on August 1, 1912. Additonal circuits have been put into operation from time to time, until now all the important cities in Canada are connected by this method. For examples, Halifax to Montreal; Montreal to Toronto; Toronto to Winnipeg; Montreal to Winnipeg; Vancouver, Calgary, and Moose Jaw; Winnipeg to Vancouver, Calgary, Moose Jaw, etc. beside other shorter circuits. All the telegraph and telephone wires used for railway serivce are under the supervision of the Commercial Telegraph Department. Telephone lines were used to a considerable extent in the mountains to connect the watchmen and other people with nearby stations, but were not generally used for despatching trains until June 1908, when a trial circuit was put in operation between Montreal and Farnham, Quebec. This method of handling trains was found so satisfactory that it has been extended, and now the entire main line of the Canadian Peific Railway is operated in this manner as well as a large number of main and branch lines.



"EMPRESS OF RUSSIA."

Trans-Continental Telephones.

A new carrier and telephone system was completed in 1929 for the Canadian Pacific purposes, and a second carrier system between Montreal and Winnipeg of the same capacity as the first was added by the end of the year. In this connection, John McMillan, general manager of Canadian Pacific Telegraphs, gives the following description:—"By means of this new system Canadian Pacific is speeded up, as the carrier system will give an equivalent of ten channels of communication as well as a telephone circuit from the Atlantic to the Pacific. It is effective from Vancouver to Montreal, and of course to intermediate points. The first carrier system was operated *via* Toronto, and Winnipeg was a strategic point on the line." More than $3,000,000 will be expended in improvements and extensions in 1930.

Enter Radio.

The year 1930 was marked by the entrance of the Canadian Pacific into the radio field with its "Cheerful and Good" music every Friday night from 10 to 11 Eastern Standard Time. This radio service thoroughly blankets the Dominion, and is accepted by the National Broadcasting Corporation of the United States, who send it out over the Eastern United States. Toronto, Montreal, and nine other Canadian stations are linked together in a transcontinental network by the new broadcasting programme transmission system of the Canadian Pacific Telegraphs. Stations in this network are Quebec City, Montreal, Toronto, Winnipeg, Regina, Fleming, Edmonton, Calgary, Red Deer and Vancouver. The programme sent out is of two kinds, selections from a series of ballad-operas and dance-music from the Royal York Hotel, Toronto.

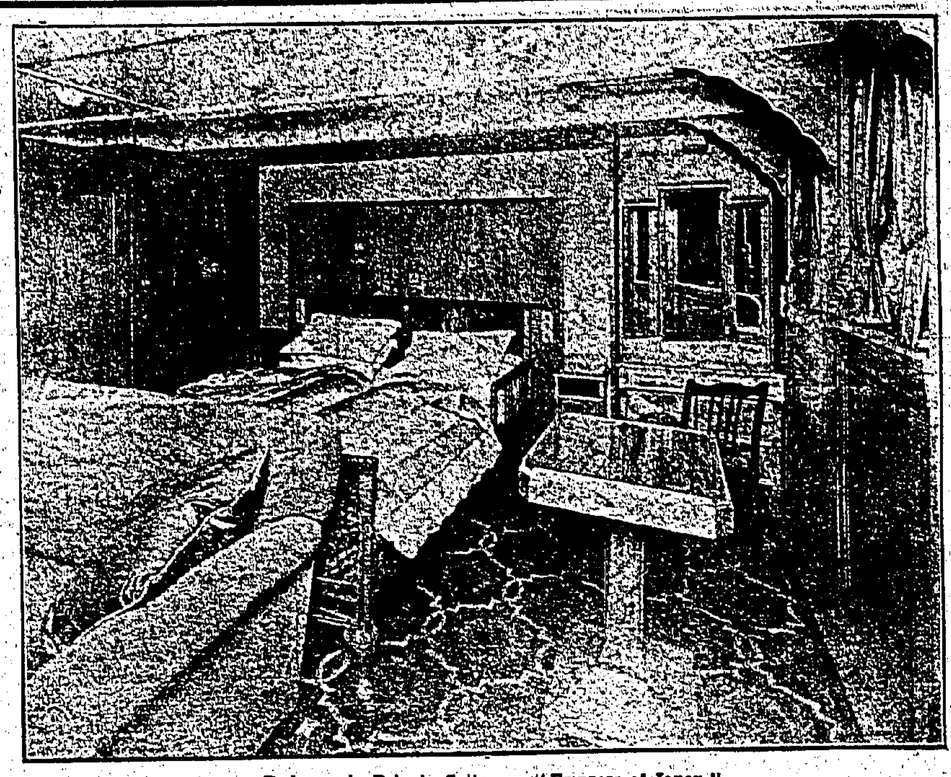
For the purposes of the system the Dominion is divided into Eastern Lines — Fort William to Sydney—and Western Lines—Fort William to Vancouver. These are in turn, divided into four districts on each divison. Headquarters of the Atlantic district is Saint John; for Quebec, Montreal: for Ontario, Toronto: and for Algoma, Sudbury. On the Western division, headquarters for the Manitoba district is Winnipeg; for Saskatchewan, Moose Jaw; for Alberta, Calgary: and for British Columbia, Vancouver.

From its inception the Canadian Pacific Telegraphs has had exclusive connection with the Mackay system, comprising the Commercial Cable Company's Atlantic and Pacific Cables, and the Postal Telegraph Cable Company of the United States, the former being direct cables to the British Isles and continental Europe, as well as Japan, China, and other countries in the Far East, while the Postal Telegraph Cable Company connects with all points of importance in the United States.

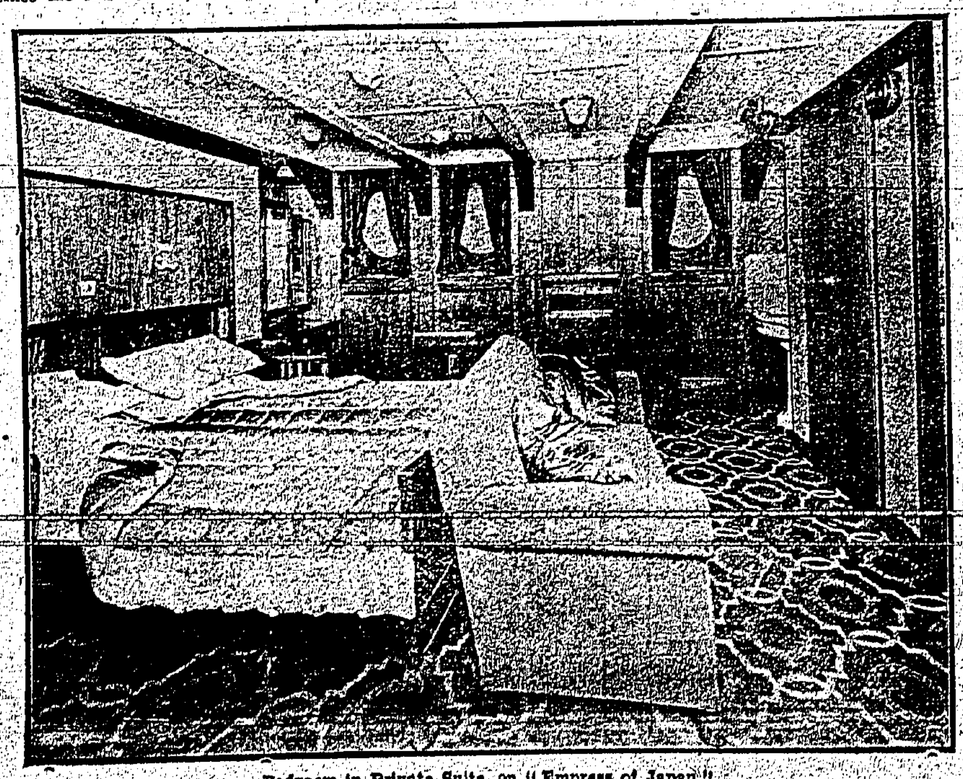
In 1890 a traffic agreement was entered into with the Halifax and Bermuda Cable Company Ltd., and the West India Cable Co. Ltd., over which direct connection was obtained to the West Indies, Bermuda, and islands to the south.

Service to Australasia.

Direct service to Australia, New Zealand, and countries in the Southern Pacific was established in 1920, through the completion of the Pacific Cable Board's Pacific cable connecting Bamfield, on the western coast of Vancouver Island, with Sydney, Australia. In 1910 the traffic over this cable (principally from Europe and the United States) had grown to such proportions that a wire was leased from the Canadian Pacific from Montreal to Bamfield. In July 1917 the British Government acquired one of the former German Atlantic cables, which was brought into and terminated at Halifax. Upon the completion of this arrangement an exclusive working agreement was entered into between the imperial cable authorities and the Canadian Pacific whereby traffic was to be exchanged exclusively, and in addition thereto a wire was leased by the Imperial Cable authorities from Halifax to Montreal, connecting with the leased wire that had been in operation since 1910 between Montreal and Bamfield for the Pacific Cable Board, the latter being composed of representatives of the British, Canadian, Australian, and New Zealand Governments. At the present time the leased-wire referred to it worked continuously 24 hours of the day between Halifax on the Atlantic coast and Bamfield on the Pacific coast, with the same speed and accuracy as any wire of 100 miles in length. In connection with the Imperial Cable traffic from the British Isles, continental Europe, and beyond, destined to Canada, United States, and countries farther afield, it is interesting to note that all this traffic passes over the lines of the Canadian Pacific Telegraphs, radiating out of Halifax.



Bedroom in Private Suite on "Empress of Japan."



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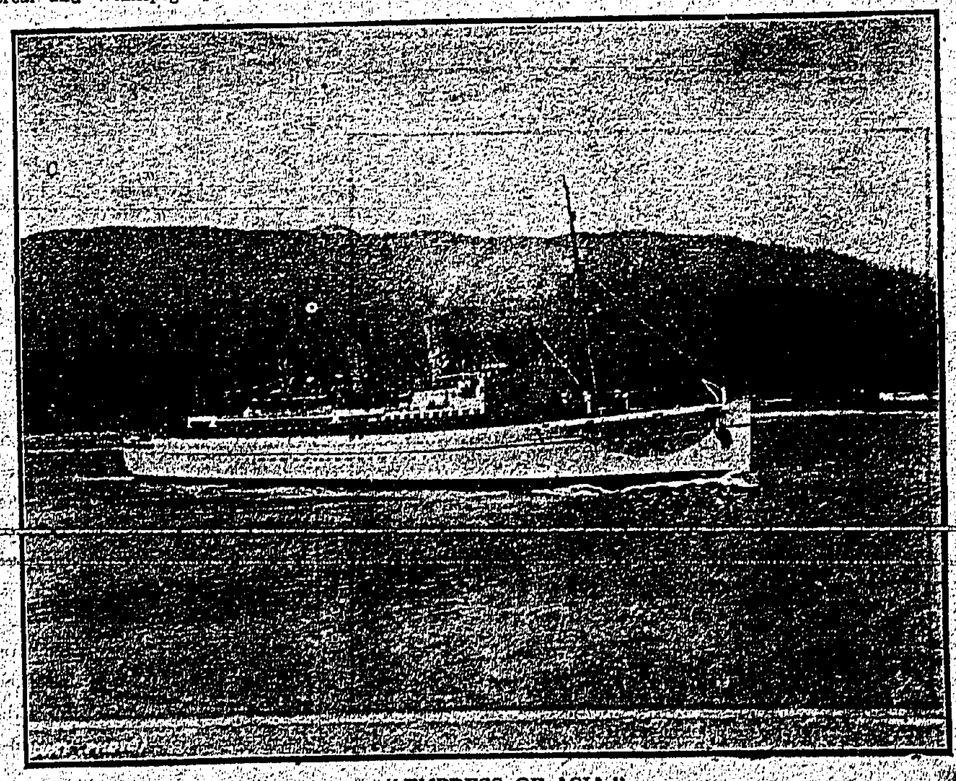
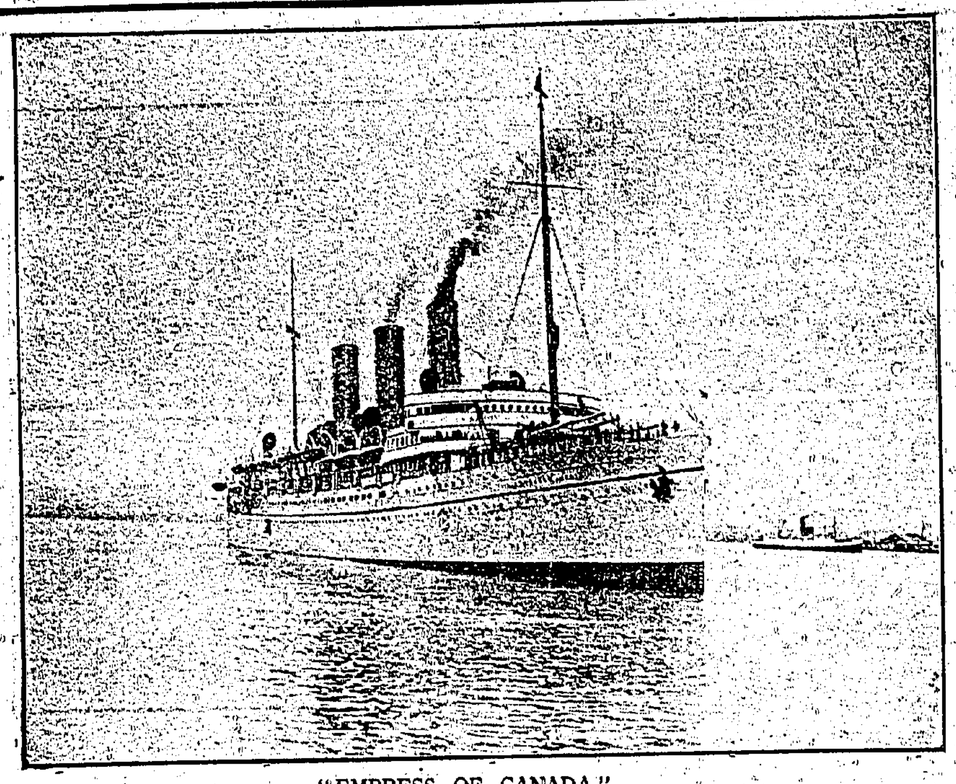


"EMPRESS OF ASIA."

Cable Links Across A Continent



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The Canadian Pacific Railway opened its office for commercial telegrams early in September 1886, and a big business was done from the very start, as besides messages originating on its own system, it handled all the business of the United States Postal Telegraph Company between points in the Eastern States and San Francisco and other Coast cities, in addition to Press reports for the Coast newspapers.

A Humorous Interlude.

An interesting event occurred on February 17, 1889. On that date the Canadian Pacific Railway direct telegraph line reached Fredericton, New Brunswick, from Vancouver, and greetings by wire were exchanged between the Mayors of these cities. The great difference in climate between the extreme west and the extreme east of Canada in February was emphasized in the wires. New Brunswick was in the depths of winter, while British Columbia on the coast was enjoying high spring. So the Vancouver wire ran: "Wish we had transcontinental telescope as well as telegraph so that you could take a peep at our gardens and fields this morning. Take my word, they look glorious." The Fredericton Mayor, with his city feet deep in snow, replied: "On receipt of your telegram several of the audience fainted and the few remaining got up and left for Vancouver."

Copper Coins.

Another curious result of the taking-over of telegraph service by the Canadian Pacific Railway was the fact that the railway was the first to put copper coins into circulation in British Columbia. This occurred in 1887. As in most Western cities, coppers were unknown in Vancouver in those days. The rule was that when anything came to an odd three cents, the buyer paid five cents, but if it was one or two cents the seller lost that amount. This practice was also followed with telegraph tolls. But an Eastern man one day demanded exact change, and on being told that the office had no copper coins wrote an indignant letter to Sir William Van Horne, then President of the system. The latter at once shipped out several sacks of coppers to the office, and wrote a courteous reply to the angry Easterner, informing him that in future he would be able to get his exact change. At the same time Sir William questioned the wisdom of introducing coppers, as it would probably tend to lower wages generally. But though the telegraph-office after that would always offer the exact change, few people wanted the coppers, as they were then of no use, and it was not until this century that copper cents came into general circulation.

160,000 Miles of Wire.

On December 31, 1886, the outside plant consisted of 4525 miles of poles, 14,506 miles of wire, and 50 miles of cable, most of the latter being used to connect Vancouver Island with the mainland. The wire was of No. 9 and No. 6 BWG iron. Extensions of the lines and the provision of facilities for increased traffic were so great that on December 31, 1928, there were 16,391 miles of poles, 160,287 miles of wire, (of which 61.2 per cent were copper and the balance iron), and 324 miles of cable, containing 5505 miles of wire. The number of telegrams handled in 1887 were 567,840 in 435 offices; during 1928 there were handled 6,858,597 telegrams from about 1850 offices. Cablegrams filed in 1928 number 440,539, and cablegrams received were 382,797, totalling 823,336 in all for the year. Outside of a few short pieces in cities the first copper wire erected in 1898 from Montreal to Vancouver weighed 300 lbs. per mile. This copper has since been found so efficient that it has been very extensively brought in use, and now comprises, as stated above 61.2 percent of the total wire in use. This copper wire is No. 6 and No. 9, the first weighing 300 lbs. per mile, and the second 210 lbs. per mile.

Blue-stone gravity batteries were in general use throughout the system until 1906. Storage batteries were installed in Ottawa in 1896 and afterwards at various other main points, but wherever more than one source of power could be obtained, it was replaced by motor generators, and to-day all large offices of the company are supplied with current either from storage battery or machines. Where only one source of outside power can be obtained, storage batteries are used to bridge over any breakdown in the source of power. But where more than one source of power is available, motor generators are used.

The printer telegraph was first installed on the lines of this company between Montreal and Toronto on August 1, 1912. Additional circuits have been put into operation from time to time, until now all the important cities in Canada are connected by this method. For examples Halifax to Montreal; Montreal to Toronto; Toronto to Winnipeg; Montreal to Winnipeg; Vancouver, Calgary, and Moose Jaw; Winnipeg to Vancouver, Calgary, Moose Jaw, etc. beside other shorter circuits. All the telegraph and telephone wires used for railway serivce are under the supervision of the Commercial Telegraph Department. Telephone lines were used to a considerable extent in the mountains to connect the watchmen and other people with nearby stations, but were not generally used for despatching trains until June 1908, when a trial circuit was put in operation between Montreal and Farnham, Quebec. This method of handling trains was found so satisfactory that it has been extended, and now the entire main line of the Canadian Pacific Railway is operated in this manner as well as a large number of main and branch lines.

Trans-Continental Telephones.

A new carrier and telephone system was completed in 1929 for the Canadian Pacific purposes, and a second carrier system between Montreal and Winnipeg of the same capacity as the first was added by the end of the year. In this connection, John McMillan, general manager of Canadian Pacific Telegraphs, gives the following description:—"By means of this new system Canadian Pacific is speeded up, as the carrier system will give an equivalent of ten channels of communication as well as a telephone circuit from the Atlantic to the Pacific. It is effective from Vancouver to Montreal, and of course to intermediate points. The first carrier system was operated *via* Toronto, and Winnipeg was a strategic point on the line." More than $3,000,000 will be expended in improvements and extensions in 1930.

Enter Radio.

The year 1930 was marked by the entrance of the Canadian Pacific into the radio field with its "Cheerful and Good" music every Friday night from 10 to 11 Eastern Standard Time. This radio service thoroughly blankets the Dominion, and is accepted by the National Broadcasting Corporation of the United States, who send it out over the Eastern United States. Toronto, Montreal, and nine other Canadian stations are linked together in a transcontinental network by the new broadcasting programme transmission system of the Canadian Pacific Telegraphs. Stations in this network are Quebec City, Montreal, Toronto, Winnipeg, Regina, Fleming, Edmonton, Calgary, Red Deer and Vancouver. The programme sent out is of two kinds, selections from a series of ballad-operas and dance-music from the Royal York Hotel, Toronto.

For the purposes of the system the Dominion is divided into Eastern Lines — Fort William to Sydney—and Western Lines—Fort William to Vancouver. These are in turn, divided into four districts on each divison. Headquarters of the Atlantic district is Saint John: for Quebec, Montreal: for Ontario, Toronto: and for Algoma, Sudbury. On the Western division, headquarters for the Manitoba district is Winnipeg: for Saskatchewan, Moose Jaw: for Alberta, Calgary: and for British Columbia, Vancouver.

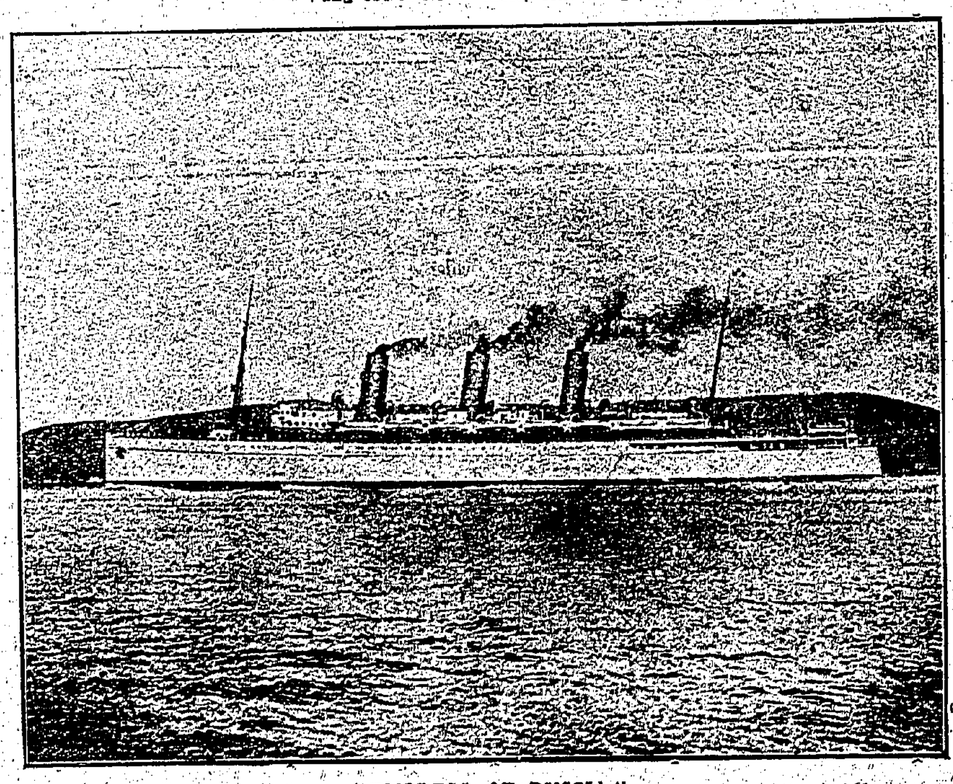
From its inception the Canadian Pacific Telegraphs has had exclusive connection with the Mackay system, comprising the Commercial Cable Company's Atlantic and Pacific Cables, and the Postal Telegraph Cable Company of the United States, the former being direct cables to the British Isles and continental Europe, as well as Japan, China, and other countries in the Far East, while the Postal Telegraph Cable Company connects with all points of importance in the United States.

In 1890 a traffic agreement was entered into with the Halifax and Bermuda Cable Company Ltd., and the West India Cable Co. Ltd., over which direct connection was obtained to the West Indies, Bermuda, and islands to the south.

Service to Australasia.

Direct service to Australia, New Zealand, and countries in the Southern Pacific was established in 1920, through the completion of the Pacific Cable Board's Pacific cable connecting Bamfield, on the western coast of Vancouver Island, with Sydney, Australia. In 1910 the traffic over this cable (principally from Europe and the United States) had grown to such proportions that a wire was leased from the Canadian Pacific from Montreal to Bamfield. In July 1917 the British Government acquired one of the former German Atlantic cables, which was brought into and terminated at Halifax. Upon the completion of this arrangement an exclusive working agreement was entered into between the imperial cable authorities and the Canadian Pacific whereby traffic was to be exchanged exclusively, and in addition thereto a wire was leased by the Imperial Cable authorities from Halifax to Montreal, connecting with the leased wire that had been in operation since 1910 between Montreal and Bamfield for the Pacific Cable Board, the latter being composed of representatives of the British, Canadian, Australian, and New Zealand Governments. At the present time the leased-wire referred to it worked continuously 24 hours of the day between Halifax on the Atlantic coast and Bamfield on the Pacific coast, with the same speed and accuracy as any wire of 100 miles in length. In connection with the Imperial Cable traffic from the British Isles, continental Europe, and beyond, destined to Canada, United States, and countries farther afield, it is interesting to note that all this traffic passes over the lines of the Canadian Pacific Telegraphs, radiating out of Halifax.

Bedroom in Private Suite on "Empress of Japan."



"EMPRESS OF RUSSIA."

Bedroom in Private Suite on "Empress of Japan."

"EMPRESS OF ASIA."

SAFETY OF HANKOW FEARED.

REDS ACTIVE ON PEIPING-HANKOW RAILWAY.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, July 31.

Communists are now active on the Peiping-Hankow Railway, and fears are entertained regarding the safety of Hankow.

Capture of Siaokan.

Following the surrender of three regiments of the Government troops, the Reds are reported to have cut the line at Hwayuan for 40 miles, and have captured Siaokan, 20 miles north of Hankow.

Few Foreigners at Changsha.

The only foreigners remaining at Changsha are H.M.'s Consul and the representatives of foreign firms, who are on board H.M.S. Teal.

U.S. WARNING TO CHINA.

RIGHTS RESERVED IF —.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, July 30.

The State Department announces that the Nanking Government has been cautioned that if it permits the loss of American life and property in Taian and Shantung the American Government will reserve all rights in the matter.

The caution follows the report that four Americans in Taian, and also American Mission property, are endangered by bombing raids.

U.S. ASIATIC NAVAL FORCE.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, July 31.

The Navy Department has announced that it does not contemplate an increase of the Asiatic force of 6,000 sailors and 2,400 Marines.

CHIANG KAI SHEK AT YENCHOW.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, July 31.

A message from Huchowfu states that Chiang Kai Shek arrived there yesterday, and that he proceeded to Yenchowfu to-day.

NANKING'S OFFENSIVE.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, July 31.

It is expected that the Government's offensive on the Tientsin-Pukow Railway front will start in one or two days' time.

The Fifty-Third Division, under Li Yun Heng, has proceeded to Tsingtao by boat from Pukow to reinforce the Government troops in Shantung.

SHANGHAI POSTMEN'S THREAT TO STRIKE.

(Wah Tsz Yat Pao.)

SHANGHAI, July 31.

The postmen here are threatening to strike.

They submitted their demands to the Postal Commissioner for higher wages and better treatment.

The Commissioner has promised to reply to-morrow.

FLIGHT TO MALTA.

[THROUGH REUTER'S AGENCY.]

LONDON, July 31.

The airman Captain Barnard took off at Lympne aerodrome at 4.45 this morning in an attempt to establish a record flight to Malta and back.

Captain Barnard is flying a Puss Moth monoplane, and he hopes to reach Malta this evening.

AIRMAN HOOK'S BODY RECOVERED.

[THROUGH REUTER'S AGENCY.]

RANGOON, July 31.

The airman Hook's mutilated body, consisting of little more than a skeleton with the limbs missing, has been found on the banks of the Buyo river and has been taken to Prome.

COMMUNIST ORGY AT CHANGSHA.

CITY BURNS FOR TWENTY-FOUR HOURS.

(Wah Tsz Yat Pao.)

HANKOW, July 31.

The Consular Body here have received wireless reports from foreign gunboats at Changsha that the Communists there numbered about 3,000. The remainder of the Communists are at Sinkang and Yikiawan.

The conflagration began to spread about 11 a.m. on the morning of the 28th, and lasted until the afternoon of the next day.

Foreigners Unmolested.

Foreign residents were not molested.

Foreign Churches Burned.

Practically all foreign churches were burnt down.

Streets Deserted.

According to information gathered by Chinese aeroplanes from Hankow, the streets at Changsha are deserted.

Large numbers of refugees are flocking towards Liling.

Hankow Troops Recapture Pingkiang.

Troops dispatched Hankow have recaptured Pingkiang to the north of Changsha from the hands of the Communists.

Martial-law at Hankow.

The military authorities have declared martial-law here since the fall of Changsha.

To-day, an armoured train has been dispatched to assist the troops to recapture Changsha.

Hankow Residents Panic-Stricken.

Rumours are rife at Hankow that the Communists have planned to stage a big demonstration and riot to-morrow.

The residents are panic-stricken.

Communists Defeat Government Troops.

A regiment of Government forces at Huayuan, to the north of Hankow, were defeated yesterday by the Communist troops, which were eventually routed by the reinforcements from Hankow.

Changsha Recaptured?

NANKING, July 31.

It is reported that the Government forces have recaptured Changsha.

Legations' Spokesman's View.

PEIPING, July 31.

In connection with the capture of Changsha by the Communists, a spokesman of the Legation Quarters remarked that the Communists are so active in China that the whole country would become terrorised by Communists if the present civil warfare continued much longer.

Japanese Protest.

SHANGHAI, July 31.

It is reported from a Japanese source that the Tokyo Government has decided to lodge a vigorous protest with China in connection with the destruction by the Communists of the Japanese Consulate in Changsha.

FOREIGNERS AT CHANGSHA

[THROUGH REUTER'S AGENCY.]

PEIPING, July 31.

According to foreign official messages, five foreigners are still at Changsha:—The Italian Baima, who at first refused to evacuate and afterwards attempted to flee, and was captured by the Communists; two Germans, Putsch and Latskovski, and two Americans, Allan and Cameron, of the Hunan Faith Mission, who are described as conscientious objectors to evacuation, and the Presbyterian, William Lingle.

So far as is known, the Italian is the only foreigner in the hands of the Communists.

MARTIAL-LAW AT SHANGHAI.

(Wah Tsz Yat Pao.)

SHANGHAI, July 31.

The Chinese authorities have decided to enforce martial-law from to-day in view of the Communist activities.

"FIVE DEMONS MENACING CHINA."

GOVERNMENT'S BLIND ACTIVITIES.

(From Our Own Correspondent.)

SHANGHAI, July 31.

Dr. Hu Shih, a modern philosopher and scholar, in the course of an outspoken lecture in the Union Club, on the subject of the five demons menacing China, poverty, disease, ignorance, corruption and civil war, criticised the blind activities of the present Government in creating a vicious circle of banditry, civil war and meaningless miseries.

INDIAN ROUND-TABLE CONFERENCE.

NO SEAT FOR SIR JOHN SIMON.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 30.

The subject of the Indian Round Table Conference was again raised in both Houses of Parliament to-day.

Lord Reading, in the House of Lords, supported by the Conservative leader, Lord Salisbury, asked the Government to give effect to the urgent representations made yesterday that Sir John Simon should be invited to be a member of the Conference.

Earl Russell, Under-Secretary of State for India, replied and said the question and those involved in it had been exhaustively considered by the Government in consultation with the Indian Government. The Statutory Commission had performed its task with a distinction which would secure for its report a prominent place in official political literature. It had presented its findings to Parliament. When the Conference now contemplated was proposed by the Chairman of the Commission, with the consent of his colleagues, the Government alone was to have taken upon itself negotiations.

Government Adamant.

"We have widened this so that Parliament in its varied composition may be represented. The Government is certain it will be advisable to halt there and not to add another section of representatives to the delegates announced yesterday.

"The Government is confident that the representatives to be selected will be able to get for the Conference the fullest examination of every proposal brought before it, and that every opportunity will be taken to secure the most expert and well informed advice wherever it is to be found and that it will be available for Government and Parliamentary representatives. The Government is convinced that any departure from this decision will not ease the task or promote the success of the Conference."

Sir Austen Chamberlain Persistent.

In the House of Commons the Prime Minister read a reply in similar terms in answer to a question by Sir Austen Chamberlain, who, however, said the answer hardly met his point, which was that the Chairman of the Commission, Sir John Simon, should be present at the Conference so that his services could be made available to the Conference.

Mr. Lloyd George said he understood from the Prime Minister that the Government left it open to summon anybody who had expert knowledge of the matters to be considered by the Conference in order to aid the Conference in coming to a decision. He therefore asked the Prime Minister whether he would not close his mind to the question of summoning their aid to an examination of this very grave problem. He understood that the Indian Legislature would probably be represented by those chosen by both Houses to examine this problem.

Definite Decision.

The Prime Minister said that raised a totally different point. If the Conference wanted advice and asked for it, it would get it. If the British delegates wanted advice they would get it. How it was to be provided was a matter on which he had not had time to go into details. The Conference would not meet until November, after the Imperial Conference, but he wanted to make it perfectly clear that the Government had come to the definite decision that it would not be advisable to have other categories of delegates than those mentioned yesterday and to-day.

Debate Wanted.

Sir Austen Chamberlain then asked for an undertaking that if any of the delegations desired the presence of members of the Commission their services, not as mem-

(Continued at foot of next column.)

TELEPHONE BATTLE IN SHANGHAI.

CHINESE RATEPAYERS' FIERY LETTER.

(From Our Own Correspondent.)

SHANGHAI, July 31.

The Chinese Ratepayers' Association are waging a last-minute bitter battle to prevent the sale of the Telephone Company.

The agitation, which has extended over a period of several weeks, culminated in a fiery letter to the Municipal Council demanding that the telephones should become Chinese Government property, and that the franchise be surrendered.

The agitators are relying on the support of the powerful Chinese organisations to block the sale, which becomes effective from to-day.

FRANCE'S INSURANCE ACT.

EIGHT MILLION WORKERS ENROL.

[THROUGH REUTER'S AGENCY.]

PARIS, July 30.

The Minister of Labour, in an interview, expressed the opinion that the strike in Northern France, where 80,000 men are still out, is not really so much directed against the National Insurance Act, but is attributable to the rise in the price of bread.

He admitted, however, that certain "adaptations" to the Act might be necessary, and he mentioned that 8,000,000 workers had enrolled under the scheme.

SIND FLOOD MENACE.

DACOITS PLUNDER WEALTHY MERCHANTS' HOUSES.

[THROUGH REUTER'S AGENCY.]

KARACHI, July 30.

A serious situation has developed in the Sind owing to the floods.

Thirty thousand people have withdrawn to Sukkur, thousands have been rendered homeless and over a hundred villages have been submerged.

The waters are now closing in on Shikarpur from the north and west.

An area of 150 square miles from the river to Shikarpur is inundated, enormous damage has been done to crops, and there has been a great loss of cattle.

Three hundred Dacoits plundered houses at Khanpur which had been vacated by wealthy merchants, and looted property valued at sixty lakhs of rupees.

PRIME MINISTER'S SALARY.

TWO THOUSAND POUNDS INCREASE.

[THROUGH REUTER'S AGENCY.]

LONDON, July 30.

Practically the only recommendation made by the Select Committee on Ministers' remuneration is that the Prime Minister's salary should be increased without delay from £5,000 to £7,000 annually.

The Committee states that the time is inopportune for a general revision.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 30.

The recommendation that the Prime Minister's salary should be increased from £5,000 to £7,000 per annum is made in the report from the Select Committee on Ministers' Remuneration.

The Committee adds that the existing scale of salaries is in some cases anomalous and in others inadequate, and that a proper adjustment would not involve any large increase of expenditure. Nevertheless, the Committee feels that the present time is inopportune for a general revision.

The recommendation concerning the Prime Minister is practically the only one made by the Committee, which suggests that the increase should be given without delay.

bers, should be available within the Conference.

The Prime Minister, replying, said he declined to go further than the considered statement he had made.

Ultimately Sir Austen Chamberlain asked the Speaker if he could have leave to move the adjournment of the House to-morrow to discuss the refusal of the Government to invite the Chairman of the Commission to take part in the Conference.

The Speaker pointed out that such a motion, under Standing Orders, should be moved now, but said he would consider the motion on its merits when submitted.

REDS FIRE ON U.S.S. PALOS.

FIVE AMERICAN SAILORS WOUNDED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, July 31.

It is reported that five American sailors were wounded this morning when Communists fired on the U.S. gunboat Palos, stationed at Changsha.

The Palos returned the fire.

It is understood that 30 assailants were killed or wounded.

[REUTER'S AMERICAN SERVICE.]

Reds Suffer Heavy Casualties.

NEW YORK, July 31.

A message from Shanghai states that the Reds attacked the United States gunboat Palos near Changsha.

Five American sailors were wounded, and 50 Reds were killed and many wounded.

IMPERIAL CONFERENCE.

PRIME MINISTER'S STATEMENT.

[BRITISH WIRELESS SERVICE.]

RUGBY, July 30.

When asked in the House of Commons to-day for a statement as to the agenda of the Imperial Conference the Prime Minister replied that the Conference would afford an opportunity for a general review and a discussion of all matters, both in economic and political spheres, of common interest to the members of the British Commonwealth under the following heads:

Firstly, inter-Imperial relations.

Secondly, foreign policy and defence.

Thirdly, economic questions.

As regarded inter-Imperial relations, particular questions for consideration would be the recommendations of the recent conference on the operation of Dominions' legislation, including certain matters expressly mentioned in the report of that Conference as requiring further examination, namely, nationality and a suggested tribunal for the determination of inter-Imperial disputes.

There were also other matters of a constitutional character relating to and arising from the discussion on the report of the Inter-Imperial Relations Committee of the Conference of 1926. The special question of the position of married women would be included.

Foreign Policy and Defence.

As regards foreign policy and defence, the agenda would cover a further development of the peace and arbitration policy. This heading would include the question of the reduction and limitation of armaments, together with any specific subjects connected with foreign policy which might require an examination, and the varied aspects of defence as well.

On the economic side the following would be the main headings. Firstly, the general question of trade within the Empire, including capital investments and the establishment of branch industries, the effect of successive tariff changes and the extent and effect of inter-Imperial tariff preference and also of other factors such as cartels, etc.

Overseas Settlement.

Secondly would come bulk purchase and price standardisation, and thirdly developments of inter-Imperial trade by Trade Commissioners' services and expert and general publicity. Fourthly would be overseas settlement, and fifthly past and future work of the Imperial Institute.

Sixthly would come questions of co-operation in agricultural research including cotton growing, forestry and minerals. Seventhly, special meetings of experts on industrial research and standardisation, and eightly transport and communications, including a review of the work of the Imperial Shipping Committee and the Overseas Mechanical Transport Council, a survey of steamship services, the development of civil aviation, cable, radio, broadcast activity and postal news service. Under this heading would come also the question of the proposed agreement relating to merchant shipping legislation recommended in the report of the conference on the operation of Dominions' legislation.

Views of Colonies.

LONDON, July 30.

In reply to questions in the House of Commons to-day, Dr. Drummond Shiels stated that a number of unofficial representatives of the Colonies would be invited to hold themselves available for consultation on economic questions during the Imperial Conference.

MISSION TO FAR EAST.

BRITISH TRADE WITH CHINA AND JAPAN.

[THROUGH REUTER'S AGENCY.]

LONDON, July 30.

The *personnel* of the Mission to the Far East will consist of the following:—

The Chairman, Sir Ernest Thompson, Kt., Chairman of the Executive Joint Committee of the Cotton Trade Organisations), who is also Chairman of the cotton section of the Mission. He is a Manchester shipping merchant.

Sir Thomas Allen, Vice-Chairman of the Co-operative Wholesale Society, and Chairman of the New Zealand Produce Association, etc.

Lieut.-Col. Reginald Keble Morcon, C.B.E., M.I.C.E., a Director of Lloyd's Bank, Ltd., and Chairman of the British Electrical and Allied Manufacturers' Association.

Mr. James Bell, formerly M.P. (Labour, Ormskirk Division of Lancs.), Secretary to the United Textile Factory Workers' Association.

Mr. William Crowther, of Slaithwaite.

Mr. Louis Beale, of the Trade Development Council.

Cotton Section.

The Cotton Section will consist, in addition to Sir Ernest Thompson and Mr. Bell, of the following:—

Mr. F. W. Birchenough (Operative Spinners' Amalgamation).

Mr. E. Duxbury (United Textile Factory Workers' Association).

Mr. J. L. Edmondson (Federation of Calico Printers).

Mr. George Green (Padiham Manufacturers' Association).

Mr. Arthur Reiss and Mr. Joseph Wild (Wigan Cotton Employers' Association).

Terms of Reference.

The terms of reference of the main Mission are to enquire into the present condition of British trade with China and Japan, and report what action should be taken to develop and increase that trade.

The Cotton Mission will assist the Economic Mission as far as the enquiries relate to cotton goods, and report what action should be taken to develop an increase in British trade of these goods.

Courtesy Visit to Japan.

LATER.

Mr. G. M. Gillett, Parliamentary Secretary to the Overseas Trade Department, announced in the House of Commons to-day that the Mission would pay a visit to Japan and, to some extent, this would be a courtesy visit in return for the Japanese Mission to Great Britain.

Call On Nanking Government.

After visiting Japan the Mission would proceed to China and call on the Nationalist Government at Nanking. The Mission would spend several months visiting, among other places, Shanghai, Hankow (if possible), Northern China and the district around Canton.

Lancashire's Contribution.

He pointed out that the Mission includes members of the cotton, wool and engineering (iron and

(Continued on next Column.)

R.100'S VOYAGE TO CANADA.

AIRSHIP BEHAVING SPLENDIDLY.

[THROUGH REUTER'S AGENCY.]

LONDON, July 30.

The airship R.100 continues to make good progress in her flight to Canada.

A message timed noon, Greenwich Mean Time, gave her position 54.40 North 39.20 West, roughly halfway across the Atlantic.

An earlier message about seven this morning stated that the vessel was having a good trip so far, and that the weather was very clear.

At noon, when the ship's speed was 70 knots, she reported she had been two hours in a cloud after passing through drizzle. She reported everything O.K.

The Air Ministry this evening stated that the airship appears to have passed to the north of a deepening depression in mid-Atlantic where she would encounter favourable winds. She was then entering the region of influence of a second depression, showing no grave vigour, which lies over Baffin Island.

Reports from Montreal state that landing conditions are not likely to be difficult.

The R.100 exchanged signals with trans-Atlantic liners this morning.

LATER.

It is estimated that at four o'clock this afternoon the R.100 was approximately 500 miles from Belle Isle, Nova Scotia.

It is anticipated that she will cross the Canadian coast at eight o'clock on July 31 (Greenwich Mean Time) and therefore should arrive at St. Hubert at midnight on the same day.

A message sent out by the airship to-day mentions the sighting of the first steamer since leaving Ireland.

All on board are reported well with the airship behaving splendidly.

MONTREAL, July 30.

Latest reports from the R.100 indicate that the airship will sight land at three o'clock in the morning, local time.

'QUAKE SHOCKS ROCK PANAMA.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, July 30.

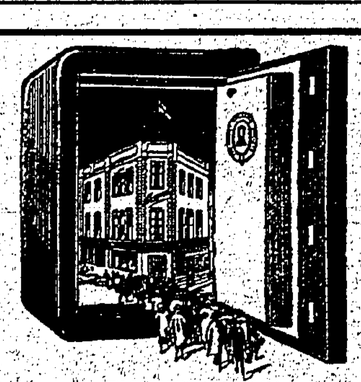
Two earthquake shocks rocked Panama city and the canal zone at about two o'clock this afternoon.

Buildings were shaken, and there was a wild panic, but according to the Associated Press there was no damage.

steel) industries, and also of the co-operative movement. Lancashire, he said, was granting £6,000 towards the expenses of the Mission.

Remedies to Improve Trade with China.

In conclusion, Mr. Gillett stated that despite the situation in China the country's import trade was progressively increasing annually and Britain was not taking her proper place in this advance. It would be the principal duty of the Mission to suggest remedies.



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THE MAGNET BUILDING SOCIETY,
81-83, HARROW ROAD, LONDON, W.2.
Pamphlets from the HONG KONG DAILY PRESS Offices.

Sports News

Lawn Bowls.

PROGRESS IN THE OPEN SINGLES.

TO-MORROW'S LEAGUE MATCH PROSPECTS.

[By "BACK WOOD."]

Five out of the sixteen competitors in the third round of the Open Singles Championship have so far been decided. G. E. Roylance (Bowling Green) and J. Ferguson (Taikoo) reached this stage early. Roylance has to wait till the result of the tie between A. M. Holland and J. V. Ramsay is known. Ferguson's opponent is either R. Basa (who had a walk-over from H. H. Rose) or H. G. Cooper. They are all in the top half of the bracket. Three players entered the third round in the lower half during the week. They are U. M. Omar (Craigengower), A. W. Grimmitt and A. H. Oswick (Civil Service).

* * *

Omar met R. Lapsley on the Civil Service green last Monday and beat the Kowloon Dock player, who is also a past champion, by 23-9, and his next opponent is the winner of the tie between A. Hyde Lay and H. Gittins, both of the K.C.C. Oswick accounted for A. Macfarlane (Yacht Club) by 21-14, and next meets either R. F. Luz (Recreio) or G. C. Moss (Civil Service). Luz, last season's champion, is playing fine bowls this year and on his present form is hard to beat. Grimmitt defeated W. Collins (Craigengower) by 23-14. Collins, who had been recently on the sick list, started to get the better of his opponent, but was outplayed. The Civil Service player will meet either E. el Arculli (Craigengower) or E. W. L. Hogbin (Bowling Green).

* * * *

In the senior division of the league to-morrow, Craigengower are carrying out their return game with Taikoo. The champions in their away match turned the points in their favour by a margin of two shots. Taikoo will go all out this time after the points, but Craigengower cannot afford to lose them at this stage and I think will succeed in keeping them. Civil Service are travelling to Kowloon C.C. On form the Valley team should win, but Kowloon C.C. gave them their only defeat so far and one never knows what they may do at home. What a howl there will be if the Cricketers do it again! The Police are making a journey to Hunghom and I suppose the usual thing may be expected. Kowloon Bowling Green are fulfilling their first meeting at home with Club de Recreio, the earlier match having had to be postponed. The Bowling Green were successful last week after the reshuffle of their rinks and will be in a sound position to claim the points.

* * *

Taikoo juniors are at home to Craigengower. In their away match Taikoo won by 40 shots and they ought to take the points again, though not by such a wide margin. Civil Service should not have any difficulty in dealing at home with Kowloon C.C. After their recent win, it seems almost certain that the Bowling Green will make a successful bid for the points at King's Park. The Yacht Club have now got into their old stride and on their own ground I expect to see them win by a good number of shots against Electric R.C.

TO-MORROW'S TEAMS.

TAIKOO R.C.

Taikoo senior team (away) *v.* Craigengower:—J. B. Chapman, T. Grimes, N. Drummond and J. Ferguson (Skip); G. McLeod, J. Sloan (Snr.), J. Laing and R. C. Wallace (Skip); J. C. Chalmers, J. Polson, W. Weir and W. Wotherspoon (Skip).

Taikoo junior team (home) *v.* Craigengower:—T. Stainton, C. H. Summers, W. Bell and D. Munro (Skip); K. McIntyre, W. Brown, G. H. Stewart and H. McKechnie (Skip); T. Swan, W. Cunningham, S. Amery and D. Walmsley (Skip).

KOWLOON C.C.

Kowloon C.C. senior team (home) *v.* Civil Service:—H. Gittins, C. J. Tacchi, A. Hyde Lay and J. Fraser (Skip); E. C. Fincher, J. Howe, W. Hyde and S. C. Lye (Skip); O. B. Raven, B. Petheram, H. Overy and A. E. Silkstone (Skip).

Kowloon C.C. junior team (away) *v.* Civil Service:—W. Borrowman, W. W. Hirst, F. G. Herridge and V. C. Labrum (Skip); A. J. Kew, J. Jack, A. O. Burford and J. M. Jack (Skip); F. E. Lawrence, C. G. Harrison, T. W. Carr and L. J. Blackburn (Skip). Reserves: J. P. Robinson, J. S. Dinnen, L. A. Jeeves.

(Continued on next Column.)

Tennis Topics.

INTERESTING STAGE IN MIXED DOUBLES.

WHO WILL WIN THE DUNLOP SHIELD?

[By "SERVER."]

The mixed doubles league has arrived at a very interesting stage and the question now seems to be, "Will the U.S.R.C. or Indians carry off league honours for the season?" These two teams are going strong, and during the current week, they have both brought off very creditable victories — the U.S.R.C. surprised everybody by beating K.C.C. to the tune of 8 sets to 1, while the Indians went one better and beat the same combination by nine sets to love. They are the only unbeaten teams in the competition and their meeting will no doubt be looked forward to with much interest.

* * *

As regard the "A" division, a most interesting match is down for decision to-day—Kowloon and Indians are scheduled to meet on the former's ground, and in all probability the winning team will annex the shield for the season. The odds are slightly in favour of the I.R.C., though I must say that the Kowloon side are a lot which cannot be taken too lightly. Their strongest pair are the Fincher brothers, but I doubt very much whether they can beat the Indians' No. 1 and No. 2 pairs, who are H. D. and S. A. Rumjahn and C. A. L. Rumjahn and J. A. E. Cassumbhoy, respectively. They are of about equal strength, and when the whole four are playing on the top of their form, I doubt whether any other four players in the Colony can touch them.

* * *

As regards the "B" division, interest is almost dying now that the destiny of the shield is more or less decided. The C.R.C. are in a very strong position, so much so that it is well nigh impossible for any other club to touch them. They have already won the "C" shield and, though they would be winning out of turn if they took "B" honours as well, one supposes that this must happen since there is no other combination in the league that can stop them.

The programme to-morrow (if the weather does not let us down) will principally be the play-off of postponed matches, as according to the original fixtures, the league season should have closed weeks ago.

ELECTRIC R.C.

Hong Kong Electric R.C. team (away) *v.* Yacht Club:—V. G. Kerley, T. P. Saunderson, S. J. Clarke and W. H. B. Muskett (Skip); W. Stoker, E. Thompson, D. S. Hill and F. F. Duckworth (Skip); A. Tarbuck, G. T. Padgett, H. Hatch and A. F. Paul (Skip).

LEAGUE TABLES.

The following are the positions to date:—

Division I.

	P.	W.	D.	L.	Pts.
Craigengower ...	10	9	0	1	18
Civil Service ...	10	9	0	1	18
Taikoo R.C. ...	11	6	1	4	13
Kowloon B.G.C.	10	5	0	5	10
Kowloon C.C....	11	5	0	6	10
Club de Recreio	10	4	1	5	9
Kowloon D.R.C.	11	3	0	8	6
Police R.C.	11	0	0	11	0

SHOTS FOR AND AGAINST.

	For	Agst.	Up	Dn
Craigengower ...	633	487	146	0
Civil Service ...	606	513	93	0
Taikoo R.C.	655	572	83	0
Kowloon B.G.C.	587	564	23	0
Kowloon D.R.C.	660	649	11	0
Club de Recreio	587	579	8	0
Kowloon C.C. ...	656	713	0	57
Police R.C.	498	805	0	307

Division II.

	P.	W.	D.	L.	Pts.
Kowloon B.G.C.	11	9	0	2	18
Civil Service ...	11	8	0	3	16
Yacht Club	10	6	0	4	12
Kowloon C.C. ...	10	5	0	5	10
Taikoo R.C. ...	9	4	0	5	8
Club de Recreio	11	4	0	7	8
Craigengower ...	11	3	0	8	6
Electric R.C. ...	11	3	0	8	6

SHOTS FOR AND AGAINST.

	For	Agst.	Up	Dn.
Kowloon B.G.C.	722	590	132	0
Civil Service ...	715	611	104	0
Yacht Club	601	548	53	0
Club de Recreio	643	658	0	15
Kowloon C.C. ...	593	606	0	23
Taikoo R.C.	507	551	0	44
Craigengower ...	619	694	0	75
Electric R.C.	594	726	0	132

LOCAL BASEBALL.

A DULL SEASON.

Baseball in the Colony has taken a back seat this year, for although the season is now very well advanced, there have only been a few friendly matches played so far, and none of them was of any special interest. One very nearly ended up in a free fight, while little or no interest was taken in the remainder.

Why this sorry state of affairs? The chief reason is perhaps the lack of a suitable ground, and another is that the Hong Kong Baseball Association is almost, if not actually, extinct.

For the past few weeks some of the more enthusiastic fans have tried to revive the game, and there was some talk about forming a new league, to be run by the Hong Kong Chinese Amateur Athletic Federation. Inquiries made by our baseball correspondent from various sources elicited the news that there was very little likelihood of any competition baseball this season, in spite of the fact that there has been so much talk about this new league.

We think it would be just as well too, for it would be a mistake if any outside associations tried to form a league when the parent body does not contemplate doing so. After all, the whole trouble is the ground question—if the authorities would see that the baseball community is well provided for in this direction, then we feel sure that the Baseball Association will take care of the rest.

U.S. BASEBALL RESULTS.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, July 30.

The following are the results of the baseball matches played in the National and American Leagues to-day:—

National League.

New York	5	Boston	2
Philadelphia	5	Brooklyn	0
Philadelphia	4	Brooklyn	9
Pittsburg	6	St. Louis	5

American League.

Boston	2	New York	8
Boston	1	New York	10
Cleveland	5	Detroit	6
Washington	4	Philadelphia	7
Chicago	2	St. Louis	3
Chicago	1	St. Louis	6

AUSTRALIANS AT TAUNTON.

JACKSON AND BRADMAN BATTING.

[THROUGH REUTER'S AGENCY.]

LONDON, July 30.

Somerset batted first in their match with the Australians at Taunton to-day, but made a poor display against the bowling of the tourists. They were dismissed for a total of 121.

At the close of play the Australians had lost one wicket with 136 up on the board. Jackson (57) and Bradman (71) are still batting.

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 12 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by the coupon appearing below, bearing the writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor, "*Hong Kong Daily Press.*"

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STUDENT OLYMPIC GAMES.

INTERNATIONAL CONTESTS IN GERMANY.

ROWING EVENTS TO-DAY.

[UNITED PRESS.]

Darmstadt, Hesse.—More than 1,000 athletes will compete in the fourth international students' championships to be held in this city from August 1 to August 10. Twenty-nine countries have sent their representatives, including Australia, Canada, Japan, New Zealand, South Africa, the United States, and all European countries. Most of these teams include their country's best, so that the Darmstadt championships, not without justification, might be called the Students' Olympic Games.

This name seems well adapted also with regard to the programme for the meet. In the main sports it resembles closely the Olympic at Amsterdam, and includes track and field sports, swimming, fencing rowing, water polo and football. In addition there are Rugby and tennis tournaments.

Track and Field Events.

Track and field sports naturally will play the most important role at the Darmstadt championships. Twenty-five per cent. of the participants, or 244 men and women athletes, are listed for the track and field events. The programme for the men is almost identical with the Amsterdam programme, except that it leaves out the 10,000 metre race, the 3,000 metre obstacle race, and the hop-step-and-jump. The programme for the women's events omits the much-disputed 800 metre stretch which, in accordance with the decisions of the International Athletic Federation, has been replaced by the 80 metre hurdle event. In addition, the women will compete in the running broad-jump and the javelin throw.

Numerically, the German track team is the largest and numbers 50 athletes, while France has named 30 and Italy 25 representatives for the track and field events. The Japanese team, with 15 members, ranks fourth in size but is considered extremely strong, and is expected to offer serious competition, especially in view of the participation of Oda and Aizawa, who have repeatedly represented their country successfully against international competitors. Numerically small but otherwise exceptionally strong is the United States' team. The track and field events at Darmstadt are scheduled to last four days, from August 7 till August 10.

Aquatic Events.

As a curtain-raiser, the aquatic championships will be contested. The days from August 4 till 7 are being set aside for the swimming events, fancy diving, and water-polo, while the rowing championships will be decided from August 1 till August 3. For the swimming events 143 participants have been listed.

Football.

The football championship will be an entirely European affair. It will be contested by Germany, France, Italy, Yugo-Slavia, Luxemburg, Czecho-Slovakia, Rumania, and Hungary. It is expected that Italy and Hungary will meet in the finals. Italy has made special efforts in the selection and training of its Soccer team, which has proved a formidable combination in test matches.

Rugby, although on the programme, can hardly be considered a championship event, since only three countries, Germany, France, and Rumania, have named teams. Unless Rumania proves to be the dark horse, France should easily win this championship.

The track and field events, the swimming events, and the finals of both the football and rugby championships will be held at the stadium of the Darmstadt Technical High School, which is in excellent condition.

DEAN INGE AND CONSCIENCE.

I think middle age is the best time, if we can escape the fatty degeneration of the conscience which often sets in at about fifty.—*Dean Inge.*

It's obvious the cheerful Dean
Approves the time of middle age:
And also that he is a keen
Observer of the human stage.

And when he speaks of Conscience, too,
He knows the theme he talks about;
I would not think it twice (would you?)
That of his own he's any doubt.

JOHN WILLWYN.

GARRISON SCHOOL.

ANNUAL PRIZE-GIVING YESTERDAY.

SOME FINE RECORDS BY PUPILS.

There was a pleasing ceremony at Volunteer Headquarters yesterday when H.E. the General Officer Commanding, Major-General J. W. Sandilands, C.B., C.M.G., D.S.O., presided at the prize-giving of the Garrison School. Rear-Admiral R. A. S. Hill, C.B.E., was also present.

A very favourable report of the year's working was presented by the headmaster, Captain Deakin.

The Report.

In reading the report for the year, Captain Deakin said that there was only one change in the school staff and much of the very satisfactory year's work must be attributed to this fact. In addition to the very sound educational side of the school curriculum, the general tone and happy atmosphere of the school was most marked and could mainly be attributed to the patience and pleasing personality of the teaching staff. Their task was made easier by the similar virtues of the children themselves. Cleanliness and neatness of dress were outstanding characteristics of the children and reflected great credit on the parents.

Good Attendance.

The departure of the King's Own Scottish Borderers children in February, said Captain Deakin, depleted the school's numbers for a short time only, the transfer of the majority of the Somerset Light Infantry children from Gun Club Hill School being completed. The attendance had been remarkable and in this respect he had to express his thanks to the parents on whom the question mostly depended.

The school had been free from epidemics and any irregular attendance had been due to minor ailments or inclement weather. The number of children attending was: Army, 83; Naval Dockyard, 20; ex-soldiers and civilians, 28.

Well Done!

Of the eight scholarships at the Central British School, Kowloon, offered annually by the Board of Education, four had been taken up by Eva Penny, Queenie Tylcoat, Joan Wilson and Jack Jordan, and the Headmaster had reported favourably on their progress. He congratulated Barbara Budden who passed the senior local examination with distinction in English, was awarded the Montargis French prize senior, the Government prize, headmaster's prize, Ezra Abraham scholarship, and war memorial prize; Desmond Hynes, who passed the senior local examination with distinction in English; Aileen Hynes, who succeeded in the junior local examination; and William Maycock on his promotion to Form 4.

A large number of the prizes, Captain Deakin concluded, had been made possible owing to the generous contributions received from the various naval and military officers, units, messes and clubs, dockyard officials and from parents of civilian children attending the school, the Board of Education and the Chamber of Commerce.

General's Speech.

H.E. Major General Sandilands, said it was a source of great satisfaction to him to hear such an excellent report. They were greatly indebted to the teachers and he heartily congratulated them and also mentioned that he was struck with the neat manner in which the children were turned out. He hoped that before long there would be a children's playground at Scandal Point and already Rear Admiral Hill had promised a seat for that purpose.

Prize List.

Standard 7: V. Stokes (excellent work). Standard 6: B. Jones, 1; J. Ripley, 2. Standard 5: A. Leigh, 1; G. Willmott, 2; G. Budden, 3; D. Summons (home lessons), A. Allen (good conduct). Standard 4: B. Maycock, 1; V. Fields, 2; G. Ribbands, 3; W. Ribbands, J. Clinton, G. Gull (good conduct), R. Summons (home lessons). Standard 3: A. Chambers, 1; R. Leaver, 2; A. Leaver, 3; N. Murray, 4; B. Gull, C. Haslam, D. Stiff, K. Dodge (good conduct), E. Kennard (home lessons). Standard 2: H. Carter, 1; F. Richardson, 2; J. Latham, 3; F. Allen, 4; R. Ribbands (prize for progress); R. Fields, N. Clark, J. Kelly, I. Murphy, H. Mills (good conduct).

Needlework:—Seniors: G. Calvert, 1; E. Haslam, 2. Juniors: N. Murray, 1; D. Holloway, 2.

Infants:—Standard 1: Jean Parkinson, Mary Parsons, Ada Anderson, Joyce Shaw, Esmo Payne, Peggy Scouler, Betty Worne, Harold Calvert, Donald Murray, Ernest Maycock, Stanley Didsbury, Denis Naylor, George Kirman, Norman Smith. Class 2: Audrey Wright, Jeanne Freeman, Margaret Richardson, Wendy Anslow, Sylvia Tylcoat, Betty Nicks, Grace Frith, Ronald Fisher, Jack Leigh, Cyril Holdom, Freddy Jones, Jack Fettis. Class 3: Rose Matthews, Jean Jeffries, Hypatia Anderson, Barbara Stocsmith, Pamela Harris, Winnie Pinfold, Edna Webb, Bertie Leigh, Freddy Weatherly, Freddy Stokes, Tony Green, Ronald Clark.

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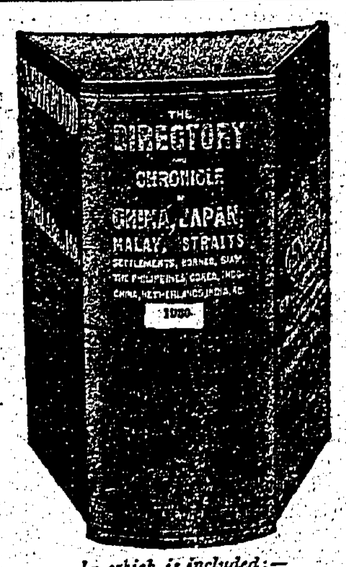

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PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on TUESDAY, the 5TH DAY of AUGUST, 1930, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Prince Edward Road, Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N. ft.	S. ft.	E. ft.	W. ft.	Contents in Square feet.	Annual Rental. $	Upset Price. $
1	Kowloon Inland Lot No. 2372.	Prince Edward Road, Mong Kok Tsui.	As per sale plan.				About 50,000	574	87,500

[9691

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on TUESDAY, the 5TH DAY of AUGUST, 1930, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N. ft.	S. ft.	E. ft.	W. ft.	Contents in Square feet.	Annual Rental. $	Upset Price. $
2	New Kowloon Inland Lot No. 1463.	Cheung Sha Wan Road between Maple St. and Poplar St.	As per sale plan.				About 24,810	172	43,470

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APPEAL OUT OF TIME.

LEGAL OMISSION IN RUSSIAN BANK CASE.

FULL COURT GRANTS EXTENSION.

An unusual point arose since the Full Court of Appeal reserved decision last Tuesday in the appeal against a judgment of Sir Henry Gollan, who held that the $300,000 assets of the Russo-Asiatic Bank should go to the London creditors. It was discovered that the notice of motion had not been filed within the legal period of two weeks after judgment, and that the appeal was therefore out of time.

Counsel engaged in the case appeared before the Full Court of three Judges yesterday in the afternoon, when an application was made on behalf of the appellants (Shanghai creditors) for an extension of time.

In making the application, Mr. Eldon Potter dealt with the question of the appeal being out of time. He asked in view of the fact that the appeal had already been heard and on the authority he had quoted that the application be granted. Counsel said that if the appeal were taken to the Privy Council they would not take notice of the point in question, but if their Lordships desired it, Mr. Sheldon would address the Court.

Sir Peter Grain (the Presiding Judge) remarked that in his opinion the Privy Council would take immediate notice of such a point and decided to hear Counsel.

Mr. Sheldon said that the judgment was delivered on February 5, 1930, and the notice of motion should have been filed within fourteen days, *i.e.*, February 19, but it was not filed until May 13, to which date the extension of time was sought.

Counsel went on to quote authorities to support his argument that it was within the competence of the Court to grant an extension so as not to cause any injustice.

Asked for his views, Mr. Jenkin, who appeared for one of the respondents (London creditors) said that he had no objection and would leave the matter in the hands of their Lordships. Counsel further said that the Attorney General, appearing for another respondent (Official Liquidator), was not present in Court owing to being away at the Legislatice Council meeting, but he (Mr. Jenkin) was also speaking on behalf of Mr. Alabaster.

The Presiding Judge granted the application for extension of time on the understanding that it was not to be taken as a precedent. His Lordship stated the grounds for this decision were that the appeal had already been heard and that the application had not been opposed.

BURGLAR CAUGHT AT KENNEDY ROAD.

PAWN TICKETS DISCLOSE SERIES OF THEFTS.

As a result of the arrest of Ho Tack (28) on Wednesday, the police believe they have at last caught the man who has been responsible for so many burglaries in the Kennedy Road district.

The man was brought before Mr. H. R. Butters yesterday on the charge of theft of a biscuit bowl, the property of Mrs. Keswell of No. 1, "B" Block, Married Quarters, Kennedy Road. He was arrested with the bowl in his possession while trying to make good his escape.

It was stated that a number of pawn-tickets were found on him. These related to other property stolen previously and included two woollen blankets belonging to Miss Hill of No. 7, "B" Block, stolen on June 17, and also a clock and a silver cigarette case, the property of the same lady, which were taken away on July 7. These have all been recovered from the pawnshops.

Miss Hill stated that she also had a sewing machine stolen from her but this has not been traced yet. Other valuables were also recovered from the pawnshops, but the owners of these have not yet come forward to claim them.

Charged, alternatively, with being a receiver of the articles recovered from the pawn brokers, the prisoner pleaded not guilty, but after evidence by Det.-Sergt. Johnson was taken, the accused was sentenced to six months' hard labour.

POSSESSION OF ARMS.

CHINESE GETS FIVE YEARS.

FOUR ACCUSED MEN DISCHARGED.

Five years' hard labour and 24 strokes of the birch was the sentence passed by Mr. R. E. Lindsell and Mr. H. R. Butters, sitting together, on Cheung Teng, a Chinese who faced the charge of unlawful possession of one revolver, one automatic pistol, four file daggers, two magazines and 19 rounds of ammunition.

Originally four others were charged with Cheung Teng, but Chief Detective Inspector Reynolds asked permission to withdraw the charge against them, stating that there was not sufficient evidence against them to get a conviction. It was hoped to charge them in connection with some other crimes, but here again no evidence was forthcoming. They were accordingly discharged and the case against Cheung Teng was proceeded with.

It was stated that the arms were found in a house opposite the Tin Hau Temple in Wong Nei Cheong Road on July 22. The defendant was arrested inside the house while the other men were caught in the house next door.

In admitting that the arms were in his possession, defendant stated that another man named Lo Cheung was also involved.

Mr. Lindsell: What have you got these arms for, robbery?

Defendant: I didn't know what Lo Cheung intended to do with them.

Mr. Reynolds told the Court that the police had been told an armed robbery was contemplated on a house in Connaught Road. They kept watch for several nights and on the night in question they raided the defendant's house and had him arrested. From letters found on the premises it was gathered that defendant was a seaman. The revolver and pistol were loaded.

It was ascertained that the house which was to have been raided by the robbers contained $500 in gold and a large amount of silver and valuable property.

BOMB ATTACK ON WITNESSES.

STARTLING DISCLOSURES IN EXTRADITION CASE.

The case in which extradition proceedings are being taken against three Chinese who are wanted for alleged murder at Taifu Village, Namhoi District, was resumed yesterday when Mr. Hin Shing Lo, Counsel for the defence, contended that the undue interference with witnesses—the arrest and detention of certain of his witnesses up-country—had perverted justice and crippled his defence.

The Public Prosecutor, Mr. Somerset Fitzroy, explained the absence of Tam Thong and Tam Wo, two of his witnesses, saying that they had been the victims of a disastrous bomb attack. Continuing, he said that information had been received that on Monday the two men went to Taifu Village from Fatshan. About 8 o'clock that evening they were sitting outside Wo's house when a bomb was thrown at them and they were both severely injured. Soldiers were called but this had no effect; another bomb was thrown and two of the soldiers were hurt.

As it had been shown that the witnesses for both sides have been interfered with, the Court agreed that conditions up-country were certainly abnormal.

Regarding the point raised by Mr. Lo, that interference with his witnesses was a legal ground for the discharge of the fugitives, the Magistrate held that in the absence of other convincing evidence throwing doubt on the story of the witnesses for the prosecution, such a plea was not sufficient for granting the discharge.

The evidence of the defence, his Worship said, had not convincingly thrown doubt on the story of the prosecution.

The case is proceeding.

CORRESPONDENCE.

A PLEA FOR THE COOLIE.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—The thoughtful observers of the good-natured and easy-going tribe of rickshaw and chair coolies cannot but hail with joy the welcome news that an effort is being made in the Legislative Council to permit them to increase their fares.

It is indeed a matter for gratification that there is at least one unofficial member who begins to feel a little anxiety for their welfare, and seems to view with disquiet that even this long-suffering race may be affected by the present high cost of living.

Nor must another source of evil go unnoticed concerning these people. Time and again one cannot repress a sense of pity at the way they are abused and exploited as "human beasts of burden." How often we have seen rickshaw pullers in particular going from one end of the city to the other for the paltry sum of fifty cents at the expense of overstraining their strength, and thus hastening the end of their short span of existence. The same remarks apply to the chair-carriers, who have to exert their last ounce of strength to climb an interminable stretch of hilly road so as to earn 25 to 30 cents. If they raise their voice ever so little for an increase of hire, they may be threatened with the fist, the boot, or the truncheon of the "cop."

Then, again, have we not seen on the streets—a matter of daily occurrence—these coolies being treated with incredible severity for the slightest deviation at the hands of the police, and subsequent heavy fine in the Courts.

Hong Kong has changed, is changing, and must continue to change, and it is high time that more consideration should be shown to this lower stratum of our highly-developed community. Something should be done to regulate or check the abuse of these coolies. In the case of the rickshaw pullers, for instance, traffic for hire might be divided into zones, which should not exceed certain limits, such as the pullers from Wanchai not going beyond the Central Market, thence to Des Vœux Road West as another demarcation, and so on.

The Chinese General Chamber of Commerce took extraordinary pains the other day to appeal to the Government to re-try the Hung Tak case, but why not devote their attention and energy to a far more worthy cause in improving the miserable lot of the rickshaw and chair coolies, whose average life is said to be not much longer than seven years, and why not set up clinics to protect these coolies from perishing prematurely of tuberculosis and varicose veins?—Yours, etc.,

WORTHY CAUSE.

Hong Kong, July 31.

CURRENCY AND BANKING.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—Just a few lines in answer to your correspondent "Hard Fact." He says that "like many others, it seems Dr. Kotewall expects the Hong Kong and Shanghai Banking Corporation to act as a Federal Reserve Bank in the Colony when it is purely and simply an individual enterprise and, in that case, the manager is bound to act all the more cautiously in times of crises like 1925, for he is responsible to his shareholders and the Board of Directors." I do not think that the Hon. Dr. Kotewall and the "many others" who share his view have misconceived the real position. It is precisely the fact that the Bank is "purely and simply an individual enterprise" that they consider the present system of note-issue should be changed. Dr. Kotewall has given in his reservation his reasons for suggesting the creation of the Currency Advisory Board, and I am sure that all right-thinking men agree with them.

No one can contravert what is said in the concluding paragraph of "Hard Fact's" letter concerning bankers and their clients, but it is all beside the point, which is whether the present system of note-issue is to the best interests of the Colony. The community is indebted to Dr. Kotewall for having expressed publicly what thousands of others in the Colony feel, so also for his recommendation in regard to stabilisation. Your correspondent "Hard Fact" has indeed given hard facts—from the Banks' point of view.—Yours faithfully,

VERITY.

Hong Kong, July 31.

DAYLIGHT ROBBERY IN CITY.

BANK FOKI ROBBED OF $10,000.

Quite unsuspected by pedestrians passing along Bonham Strand East at about 3.30 p.m. yesterday, a most daring robbery occurred, with the result that a Chinese *foki* had $10,000 taken away from him.

The *foki*, who is an employee of a Chinese bank at 38, Bonham Strand East, was sent to deliver a sum of $10,000 to another bank. He had not gone far from his employers' office when he was pounced upon and attacked by two strangers.

The robbers, evidently, were in possession of information regarding the habits of the bank's employees, as in spite of the fact that the $10,000 were secured to the foki's girdle, the thieves managed to extricate this sum during the attack.

The affair lasted only a few minutes, and before the public was aware what had happened, the two robbers had decamped with the money.

An alarm was raised, but it was of no avail, for the robbers had by this time put a good distance between them and their victim.

A NOVEL BROADCAST.

RADIO FROM NEW "EMPRESS."

To-morrow the latest addition to the C.P.R. fleet—the Empress of Japan—is due in Hong Kong from England on her maiden voyage. On Tuesday evening next a number of leading residents will have dinner on board, and arrangements are being made to broadcast the speeches to be made on this occasion.

It is an ambitious effort, as never before in the Colony has an attempt been made to make use of the microphone on board ship. If all goes well, listeners will be able to hear the band of the Empress playing before and after the reception, and listen to the speech-making in the great dining-saloon on board the liner. It will be a novel and most interesting occasion, and every effort is being made to ensure good reception.

PASSENGERS.

Arrivals.

The following passengers arrived yesterday by s.s. Kashmir:—Mr. M. A. Cooper, Major R. H. E. Bennett, Mr. and Mrs. A. G. Elford and two children, Comdr. R. H. Lane, Mr. H. Langmead, Misses Langmead (2), Mr. and Mrs. T. W. Airs, Master Airs, Miss Airs, Lt.-Comdr. D. Dowling, Mr. S. Thorpe, Mr. F. Roberts, Mr. G. A. Leiper, Mr. L. V. Baker, Mr. G. A. Angus, Mr. C. G. Witchell, Mr. N. H. King, Mr. B. S. Mattu, Mr. S. H. Williams, Mr. E. S. Davies, Mr. and Mrs. L. J. Davies, Miss G. S. Davies, Miss Trowell, Mr. H. Bayley, Mr. J. Law, Miss C. Wilson.

Departures.

The following passengers left yesterday by s.s. Chichibu Maru:—Mr. Quan Chew, Mr. Lee Toy, Mr. Lei Sz, Mr. Toam Cheung Woon, Mrs. Yong Shee, Miss En Moy Hin, Miss Hui Ying, Mr. Young Fun Leung, Mr. Leung Kam Cheong, Mr. Chow, Mr. Y. C. Au Yang, Mr. H. Au Yang, Mrs. S. S. Liang, Master S. T. Liang, Mr. Lai, Mr. Lee Sheung Shun, Mrs. Ng Wun Wah, Mrs. Lau Chun Ying, Mr. B. L. Pond, Mr. Chui Ngok Wai, Mr. Mak Chung Hang, Mr. Wong Yuk Chung, Mrs. Ng, Dr. and Mrs. S. To Wong, Mr. J. Lyman Pury, Mrs. B. E. Toriguy, Mr. and Mrs. William Gibb, Miss Mary McPike, Miss Lucy Woolery, Miss Edith Race, Mr. E. L. Pfenninger, Mr. and Mrs. Harry T. Thomson, Mr. and Mrs. E. J. Dickson, Mrs. Elizabeth T. Bailey, Mr. H. Plant, Miss E. Glass, Dr. E. D. Gaylord, Mrs. E. D. Glass, Miss E. Gaylord, Miss C. Gaylord, Miss M. E. Michael, Miss N. Keppell, Mr. and Mr. E. K. Lee, Mr. W. H. Marshall, Mr. Royal Bond, Mr. John B. Jordon, Mr. Y. L. Lee, Dr. S. Rasanayagam, Miss Ruth Purnell, Miss B. Frick, Miss Helen Boughton, Miss Hazel Sparks, Mr. Ooi Phee Tuan, Mrs. K. A. Pendleton, Mrs. H. Mayer, Mr. H. Adams, Mrs. D. W. Kemp, Mr. G. Hartig, Mrs. A. Wallace, Miss Skeer, Miss G. Boyer, Mr. A. Wheeler, Mr. Vernon I. Caton, Mr. and Mrs. Fung Kin Fi, Mr. E. Bornshein, Miss M. K. Lee Tam, Miss Lucy Sen Thing Kan, Mr. Ho Pick Yuk, Mr. P. D. Raeburn, Miss J. Raeburn, Mr. Y. K. Wong, Mrs. Mary S. Godwin, Miss Lucy Kanaha, Mr. T. Egawa, Mr. H. Itoh, Mr. Y. C. Chan, Lieut. C. J. Martin, Miss Alida Shinn, Major J. C. P. Tosh, Mr. D. A. G. MacDonald, Miss Emily W. Dawson, Mr. K. Yamamoto, Mr. P. T. Carey, Mr. R. Bhoja, Mr. J. Mayunling, Mr. T. A. Chen.

The R.M.S. Empress of Russia, from Hong Kong on July 23, left Yokohama yesterday, at 3 p.m., and is due at Vancouver on August 9.

HONGAY SMOKELESS EGGS COAL
FOR
HOUSEHOLD USE.
KEEP THE HOUSE CLEAN AND NEAT!

NOTE CHEAP PRICES:—

In lots of not less than half-ton; delivered to:—

	Per Ton.
Peak District (above Bowen Road) ...	**$23.00**
Bowen Road and Lower Levels	**$21.00**
Pokfulum Road	**$23.00**
Kowloon	**$19.00**

Orders should be sent in writing, not by Telephone, at least 24 hours before the coal is required, and orders must be accompanied by cash, cheque, or compradore order payable to SZE WAI & CO.

Please apply for prices of other descriptions of coal for bunker, factory, and other purposes.

TELEPHONE No. 25003.

SZE WAI & CO.

42, BONHAM STRAND WEST, HONG KONG.

(*CANTON BRANCH*:—SZE WAI & CO., LOK YU SUM ROAD, CANTON 'PHONE No. 13650.)

Why they use the Sundstrand —Now

These are 12 valuable Sundstrand features

1—10-Key Simplicity
2—Portability
3—Convenient Desk Use
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5—Automatic Column Selection
6—Speedier Multiplication
7—Automatic Sub-Totals
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10—Visible Writing
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For all the facts, telephone or call on

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PHONE 28021. QUEEN'S BUILDING.

INDUSTRIAL BANK AFFAIRS.

WINDING-UP ORDER MADE BY COURT.

PRINCE'S CAFE CLAIM $5,000.

An application for the winding-up of the Industrial & Commercial Bank, Limited, was made before the Chief Justice (Sir Joseph Kemp) at the Supreme Court yesterday. The petitioning creditor was the proprietor of Prince's Cafe, of 18a, Queen's Road Central.

Mr H. G. Sheldon, instructed by Messrs. Wilkinson & Grist, in making the application, read the petition of the creditor, which stated that the company was incorporated in March, 1917. The nominal capital was $5,000,000 divided into shares of $5 each. The amount of capital paid-up or credited as paid-up was $1,433,470. Petitioner stated that the company was indebted to him in the sum of $5,009.82 when they closed their doors on July 2, 1930, and that the money had not been paid.

After referring to affidavits, Counsel explained that the Official Receiver (Mr. E. P. H. Lang) was appointed provisional liquidator.

His Lordship made the necessary order, which was not opposed. An order was also made on the Official Receiver's application that Mr. J. Hennessey Seth and Mr. J. Hampden Ross act as special managers for the purposes of the liquidation. He directed that the costs of the petitioning creditor be paid out of the assets.

WINE SHOP EMPLOYEE CHARGED.

ALLEGED FALSE INFORMATION GIVEN.

An assistant employed by the To Yuen Wine and Spirit Shop of 51, Wai Ching Street, was charged before Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday with failing to give correct information to the Imports and Exports Office of the number of jars of wine received by him.

Mr. H. A. Taylor, assistant Superintendent of Imports and Exports Office, appeared for the prosecution, and Mr. T. G. Bennett was for the defendant.

Mr. Taylor stated that on July 21 at about 6 p.m., he and an interpreter went to the To Yuen Shop and asked defendant whether any wine had been inspected that day. Defendant replied in the negative. They then went away but came back at 7.15 p.m. with two other revenue officers. Defendant then said that he had received twenty jars of wine from the Wing Chan distillary. They had all been emptied into the storage room.

"I then noticed on the floor of the shop the lids produced in Court," continued Mr. Taylor. "Those lids are used for sealed jars of Chinese spirits. I picked them up and saw that they had just been removed from the jars. After examining the lids, I asked defendant for the pass, which showed that it was for only ten jars."

The case was then adjourned.

RUBBER RESTRICTION.

CHINESE OWNERS ENDORSE RESOLUTIONS.

[THROUGH REUTER'S AGENCY.]

SINGAPORE, July 30.

Chinese rubber estate owners and merchants have approved of the resolutions passed by the Asiatic Planters' Association last week.

One resolution was in favour of requesting the Government to legislate to provide for the restriction of rubber production by the periodical stoppage of tapping or by the re-introduction of the Stevenson Scheme, such legislation not to be enforced until similar legislation is effected in the Dutch East Indies and Ceylon.

The Association also recommended that the Government, in conjunction with the Governments of the Dutch East Indies and Ceylon, should refuse to alienate land for rubber cultivation for a period of years.

Money and Markets

NEW YORK STOCK EXCHANGE.

PROFESSIONAL BEAR ATTACKS.

[UNITED PRESS.]

New York, July 22.—To-day's opening on the New York Stock Exchange was quiet and with reactionary tendencies but with less violent declines than were recorded yesterday, says the daily review of the Dow Jones Financial News Agency.

Bearish professional operators continued their attack on special issues. Short covering began after a time, and prices improved.

Good buying appeared to support well-sponsored issues, and total sales for the day totalled 2,080,490 shares.

Advance in Final Hour.

The best prices prevailed during the final hour, making closing quotations the highest for the day in most instances.

Professional operators converged their selling pressure on Bethlehem Steel, which brought a flood of offerings. Bethlehem closed down ⅞ to 81½, but U.S. Steel moved up 1⅞ to a close of 164½, while Ludlum Steel was up ¼ to 27½.

The market was largely of a professional nature, and there was little buying on the part of the public, thus giving little significance to to-day's prices.

All Averages Up.

The Dow Jones averages all showed rises, that for 30 industrials being up 5.01 to 234.30, that for 20 rails being up .31 to 133.92, and that for 20 utilities being up 1.09 to 84.95.

Among the industrials, Eastman Kodak moved up six points to close at 208½; Westinghouse was up 2½ to 142⅜; General Electric was up 2½ to 71½; and American Can was up 4½ to 127⅞. General Motors closed at 44, up 1½.

American Tel. & Tel. was up 2½ to 216½ and International Tel. & Tel. gained a point to close at 46½. Radio Corp. was up 3⅛ to 44.

Call money once more eased off, being quoted at only 1½ per cent.

General Foods	55	55	
General Railway Signal	79	78	
Gold Dust	39½	40⅛	
Goodrich Rubber	27½	27	
Goodyear Tire & Rubber	64	65	
Granby	23½	23	
Great Northern Certificates	Mutl.	Mutl.	
Hershey Chocolate	94	94⅛	
International Cement	66½	65⅛	
International Combuston Eng.	7½	7⅛	
International Harvester	81	82⅛	
International Nickel	24½	24⅛	
International Printers Ink	Mutl.	Mutl.	
International Products Com.	Unq.	Unq.	
International Tel. & Tel.	45½	46⅜	
Johns Manville	79½	83⅛	
Kennecott Copper	38⅜	39⅛	
Kreuger & Toll	27½	28⅛	
Kroger Grocery	25½	26⅜	
Liggett & Myers "B"	92½	93⅛	
Loews' Inc.	70	73	
Ludlum Steel	26⅛	27½	
Mack Trucks	55½	54⅛	
Missouri Pacific	69½	Mutl.	
Montgomery Ward	35	36⅛	
Nevada Consolidated Copper	16⅛	16½	
New York Central	164	165⅛	
Northern Pacific Railway	75⅛	75	
Pacific Lighting	80	82	
Packard Motor Car	14⅛	14⅛	
Paramount-Publix Corp.	60	61	
Pennsylvania Railroad	75½	75⅛	
Pennroad Corpn.	11⅛	12	
Phillips Petroleum	33	33⅛	
Public Service of N. Jersey	94⅛	94⅛	
Radio Corporation	40⅛	44	
Reynolds Tobacco "B"	50½	50⅛	
Sears Roebuck	55	57	
Shell Union	18⅞	19⅛	
Simmons Company	25	26⅛	
Southern California Edison	57½	58⅛	
Southern Pacific Railway	118⅛	119⅛	
Standard Gas & Electric	90⅛	92	
Standard Oil of New Jersey	71	73⅛	
Standard Oil of New York	32	32⅛	
Texas Corporation	52⅛	52⅜	
Texas Gulf Sulphur	56⅛	57⅞	
Timken Roller Bearing	62½	64⅛	
Trans America	23½	24⅛	
Union Carbide & Carbon	71½	74	
Union Pacific Railway	218½	220⅛	
United Aircraft & Transport	55½	57⅛	
United Corporation	32½	33⅛	
United Gas & Improvement	35½	36⅛	
United Dry Docks	Unq.	4⅛	
U. S. Rubber	23⅛	23	
U. S. Steel	162⅛	164⅛	
Vanadium	93½	93⅛	
Warner Bros. Pictures	42½	43⅛	
Westinghouse E. & M.	139½	142⅛	
Woolworth	56⅛	57⅞	

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

	Rugby, July 31.
Paris	123.74
New York	4:86 29/32
Brussels	34.79
Geneva	25.055
Amsterdam	12.09⅝
Milan	92.95
Berlin	20.375
Stockholm	18.10
Copenhagen	18.16
Oslo	18.17
Vienna	34.44
Prague	164¾
Helsingfors	193⅜
Madrid	43.35
Lisbon	108.25
Athens	375
Bucharest	818
Rio	5 8/32
Buenos Aires	40 7/16
Bombay	1/5⅛
Shanghai	1/6
Hong Kong	1/3⅛
Yokohama	2/0 9/32
Silver:—	
Spot	16
Forward	15 15/16

The usual order of school commencements was reversed at Cleveland, Ohio, recently when an audience of children sat in the auditorium of John Hay High School and applauded their parents as they marched to the platform to receive high school diplomas. The occasion was the annual commencement of the Cleve-Extension High School. Ages of the graduates ranged from 17 to well past middle-age. In the class was a golf professional, an assistant sales manager, a chief auditor, a credit manager, an assistant treasurer and a field manager for a large oil company.

QUOTATIONS.

New York, July 23.

Market firm.
Business done, 2,080,490 shares.

	July 21	22
Adams Express	25½	25⅝
American Can	123½	127⅞
American & Foreign Power	69	Mutl.
American Rolling Mill	55½	55⅝
American Smelting	64½	65⅛
American Tel. & Tel.	213⅜	216½
American Tobacco "B"	240½	242½
American Waterworks	88	92⅝
Anaconda Copper	48½	50⅛
Atlantic Refining	35½	35⅞
Baltimore & Ohio	105	106
Bethlehem Steel	82	81⅛
Borg Warner	29	29
Calumet & Hecla	15	15½
Canadian Pacific Railway	187½	187½
Chesapeake Corporation	62½	62½
Chicago Rock Island	105	104½
Chrysler	29	30
Cities Service Common	28	29
Colgate-Palmolive Peet	56	56½
Columbia Gas & Electric	63⅜	64½
Columbia Graphaphone	18	19½
Commercial Solvents	24½	26½
Commonwealth & Southern	14½	14½
Commonwealth & S. Warr.	4	4⅛
Consolidated Gas of N. Y.	107½	110½
Continental Oil	21	21½
Corn Products	93½	94½
Curtiss Wright, Common	7⅜	7⅜
Du Pont de Nemours	103½	106½
Eastman Kodak	202½	203½
Electric Bond & Share	79½	82½
Erie Railway	42	42
Fox Film "A"	45½	47½
General Electric	69½	71½
General Motors	42⅜	44

AMERICAN STOCK QUOTATIONS.

LATEST WALL STREET PRICES.

The following quotations have been received from their correspondents, Messrs. Hayden, Stone & Co., of New York, by Messrs. Swan, Culbertson & Fritz, Sassoon House, Shanghai, (cable address: "Swanstock," Shanghai), who are not responsible for cable mutilations:—

Tone of Market.—Irregular. New York, July 30, 1930.
No. of Shares done.—2,500,000.
Call Money.—2 per cent.

	Last Dividend.	Latest Sales.
American Smelting	4	67
Anaconda Copper	3.50	50
Baltimore and Ohio	7	106
Borg Warner	3	29
Continental Oil	None	21
City Service Common	30c. A	28
Curtis Wright Common	None	7
Eastman Kodak	5B	205
Electric Bond and Share	6	82
Erie Railroad	None.	42
General Motors	3C	45
General Railway Signal	5	78
Gold Dust	2½	41
Goodyear Tire and Rubber	5	62
Granby Consolidated	3	25
International Cement	4	Missing
International Nickel	1	23
Montgomery Ward	5	36
Nevada Consolidated Copper	1.50	17
Radio Corp	None	42
Sears Roebuck & Co.	2½T	64
Simmons Co.	3	26
Standard Oil of New Jersey	2	72
Standard Oil Co. of New York	1.60	32
Union Carbide and Carbon	2.60	72
United States Rubber	None.	Missing
United States Steel	7	165

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE. SHAREBROKERS' ASSOCIATION.

Buyers	Sellers	Sales	Nominal	THURSDAY, JULY 31.	Buyers	Sellers	Sales	Nominal
				Banks				
$1,515	...	...	...	H.K. Banks	...	...	...	$1,515
...	...	...	£106½	Do. (London)	...	...	...	...
...	...	...	£17½	Chartered Banks	...	...	...	£16¾
...	...	...	£28	Mercantile Bks. "A"	...	...	...	£29
...	...	...	£12½	Do. "C"	...	...	...	£12¾
...	...	...	$121	Bank of East Asia	...	...	...	...
				Insurances				
			$945	Canton Insurances	...	$940	...	...
...	...	...	$2.65	Underwriters	$2.70	...	...	...
7.160	...	...	...	North Chinas	...	...	...	T160
$437	...	...	...	Union Insurances	$435	...	...	...
...	...	...	M.$50	Yangtsze Insurance	...	...	...	$60
$400	...	...	...	China Fires	$400	...	...	...
$955	...	...	...	H.K. Fires	$950	...	...	...
				Shipping				
$26	...	...	...	Douglases	$25½	...	...	...
$25½	...	...	...	Steamboats	...	...	...	$25½
...	...	...	$43	Indos (pref.)	...	...	...	$43
...	...	...	$40	Do. (def.)	...	...	...	$40
...	...	...	95/7	Shell Transports	...	...	...	98/3
...	...	...	$32	Water-boats	...	...	...	$31
				Mining				
...	...	...	$8½	Benquets	...	...	...	...
...	...	...	31/3	Kailans	...	...	...	54/-
...	...	...	...	Langkats (comb.)	...	...	...	T14.40
...	...	...	T.8½	Do. (single)	$7.40	...	...	...
T1.30	...	...	...	Explorations	...	...	...	T.1
T.6½	...	...	...	Shanghai Loans	T6	...	...	...
...	...	...	$24	Raubs	$23	...	...	...
...	...	...	...	Tronoh Mines	...	...	...	21/-
				Docks, Wharves, Godowns, etc.				
			$173	H.K. & K. Wharfs	...	...	...	$172½
$171½	$173	$171	...	Providents	$5.35	...	...	...
$5.35	$5½	...	...	H.K. Docks	$39	...	...	...
...	$39	...	...	Shanghai Docks	T.115	ex div.	...	...
T.124	...	...	...	New Engineerings	17.25	...	...	...
...	...	...	T.7½	Hongkews	...	...	...	...
T.260	...	...	...					
				Lands, Hotels, and Buildings				
				H.K. & S. Hotels	$11½	...	...	...
			T.10.40	H.K. Lands	$83½	...	...	...
			$2½	Shanghai Lands	...	...	...	...
...	...	...	...	H.K. Realtys	...	...	...	$9
$18.80	...	...	$13½	Humphreys	$15.40	$15½	...	...
...	...	...	$5½	Chinese Estates	...	...	...	...
$11½	...	...	...					
...	...	...	$1	**Cotton Mills**				
...	...	...	$27					
...	...	...	$6	Ewos	T1.20	...	...	...
				S'hai C'tons (old)	T.77	...	...	...
				Do. (new)	...	...	...	...
$25.15	$25.30	...	...	Zoong Sings	T.9	...	...	...
$1	...	...	...					
$26	...	...	...	**Public Utilities**				
...	...	...	$10					
...	...	...	$1.90	Tramways	...	...	...	$20
...	...	...	$3	Peak Trams (old)	$12½	...	...	...
$18	...	...	...	Do. (new)	$6½	...	...	...
...	...	...	$11.30	Star Ferries	$86	...	...	...
...	...	...	...	C. Lights (old)	$28½	...	$28½	...
...	...	...	$12½	Do. (new)	$22	...	...	...
				H.K. Electrics	$78	...	$78½	...
			$2.85	Macao do.	...	...	...	...
			61%	Sandakan Lights	...	...	...	...
8%	prem.	...	...	Telephones (fully pd.)	...	...	...	...
				Do. (part pd.)	...	...	...	$22½
				China Buses	...	...	...	...
				Tractions	...	...	...	6/8
				Do. (pref.)	...	...	...	...
				Industrials				
			T.10½	Caldbeck, (ord.)	...	...	...	...
			T10.40	Macgregors (pref.)	...	...	...	...
			$2½	Canton Ices	$2.25	...	...	...
			...	Cements (comb.)	$18.75	...	...	...
			$13½	Do (old)	$13	$13½	...	...
			$5½	Do. (new)	...	...	...	$5½
			...	Ropes	...	...	...	$11.70
			$1	China Sugars	...	...	...	...
			$27	Malabon Sugars	...	...	...	$29
			$6	United Asbestos	...	...	...	...
				Miscellaneous				
$25.15	$25.30	...	...	Dairy Farms	...	...	...	$25½
$1	...	...	...	Der A. Wings	...	...	...	...
$26	...	...	...	Amusements	...	...	...	$26½
...	...	...	$10	Chin. Entertainm'ts.	...	...	...	...
...	...	...	$1.90	Constructions	...	$1.90	...	...
...	...	...	$3	Lane Crawfords	...	$3.10	...	...
$18	...	...	...	Mackintoshs	...	...	...	...
...	...	...	$11.30	Nanyang Tobacco	...	...	...	$4
...	...	...	...	Sinceres (old)	$11½	...	...	...
...	...	...	$12½	Do. (new)	...	...	...	...
...	...	...	$2.85	Watsons	...	$12	...	...
...	...	...	61%	Wm. Powells	...	...	...	$2½
8%	prem.	...	...	B. Ind. G.$ Bonds	61%	...	...	...
				H.K. Govt. Loans	...	...	...	...

LOCAL AND REGULAR OUTWARD MAILS.

FOR	WEEK DAYS. From G.P.O.	WEEK DAYS. From Sheungwan Branch P.O.	SUNDAYS & HOLIDAYS From G.P.O.	SUNDAYS & HOLIDAYS From Sheungwa Branch P.O.
Canton	7.15 a.m. & 6.00 p.m.	7.30 a.m. 7.00 p.m.	7.15 a.m. & 6.00 p.m. Sundays 5 p.m. only	7.30 a.m. & 7.00 p.m. Sundays 7.00 p.m. only
Macao & Tsinshan	7.15 a.m. & 1.15 p.m.	7.30 a.m. 1.30 p.m.	7.15 a.m. & 1.15 p.m. Sundays 8.15 a.m. only	7.30 a.m. & 1.30 p.m. Sundays 8.30 a.m. only
Kongmoon (except Saturdays)	5.00 p.m.	5.00 p.m.	5.00 p.m.	6.00 p.m.
Kaukong (except Saturdays)		5.00 p.m.		6.00 p.m.
Fatshan (By Train)	7.15 a.m.		7.15 a.m.	
Tai O	9.00 a.m.		9.00 a.m.	
Tai Po	9.00 a.m. & 3.00 p.m.		9.00 a.m.	
Shumchun	9.00 a.m. & 3.00 p.m.		11.0 a.m.	
Cheungchow	12.30 p.m. 6.4.30 p.m. Saturdays 1.00 p.m. & 4.30 p.m.		11.00 a.m. & 4.30 p.m.	
Aberdeen	8.30 a.m.		8.30 a.m.	
Stanley	1.00 p.m.		1.00 p.m.	
Autau, Pingshan, Santin, Shatin, Shataukok and Sheungshui	8.00 p.m.		10.30 a.m.	
Saikung	4.30 p.m.		4.30 p.m.	
Namtau, Shekki & Taiping (Fumun)		7.00 p.m.		7.00 p.m.

FOREIGN MAILS

RADIO NOTICE.

Individuals and firms are recommended to register their telegraphic address at the Radio Office. No charge is made for this.

INWARD MAILS.

From	Per	Due
Japan	*Nellore*	1st Aug.
Japan, Shanghai and Europe via Siberia (London, 12th July)	*Kalyan*	1st Aug.
U.S.A., Canada, Japan and Shanghai (Seattle, 12th July)	*Pres. Jefferson*	1st Aug.
Shanghai	*Sinkiang*	2nd Aug.
Shanghai and Swatow	*Szechuen*	2nd Aug.
Java via Sourabaya	*G. Diederichsen*	2nd Aug.
Calcutta and Straits	*Nam Sang*	4th Aug.
Sandakan	*Tjiluwong*	4th Aug.
Manila	*Pres. McKinley*	4th Aug.
Shanghai and Amoy	*Tjikarang*	5th Aug.
Straits	*Ormer*	5th Aug.
Japan	*Melbourne Maru*	5th Aug.
Batavia	*Tjibadak*	6th Aug.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 12th July)	*Shinyo Maru*	7th Aug.
Shanghai	*Alderamin*	8th Aug.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 11th July)	*Pres. Garfield*	10th Aug.
Canada, U.S.A., Japan and Shanghai (Vancouver, B.C., 24th July)	*Empress of Asia*	11th Aug.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 18th July)	*Pres. Grant*	11th Aug.
Australia and Manila	*Tanda*	11th Aug.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time
		Friday, 1st,
Shanghai, *Japan and *EUROPE via Siberia	*Kashmir*	10.30 A M
Sandakan	*Haisang*	10.30 A M
Swatow, Amoy and Foochow	*Haiching*	1.00 P M
Fort Bayard	*Taipoosek*	1.30 P M
Haiphong	*Canton*	2.30 P M
Amoy	*Tsiamba*	5.00 P M
		Kowloon P. O.
		Parcels 4.30 P M
		Reg., 2nd, 9.00 A M
		Letters 10.00 A M
		G.P.O.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 30th August	*Kalyan*	Par., 1st, 5.00 P M
		Reg., 2nd, 9.45 A M
		Letters 10.30 A M
Manila, Sandakan, Australia (except places South of Townsville) and *New Zealand via Thursday Island — due Thursday Island, 17th August	*Nellore*	Par., 1st, 5.00 P M
		Saturday, 2nd,
		Reg. 8.45 A M
		Letters 9.30 A M
		Saturday, 2nd,
Japan	*Tyndareus*	10.00 A M
Manila	*Pres. Jefferson*	4.30 P M
		Sunday, 3rd,
Amoy	*Anking*	8.30 A M
Hoihow	*Kingyuan*	9.00 A M
Bangkok via Swatow	*Kaigan*	9.00 A M
Swatow, Amoy and Formosa	*Canton Maru*	9.00 A M
		Monday, 4th,
Shanghai, Japan, *Canada, U.S.A., C. and S. America and *EUROPE via Victoria, B.C.—due Victoria, B.C., 22nd August	*Pres. McKinley*	Parcels 11.00 A M
		Reg. 11.15 A M
		Letters Noon
Amoy and Foochow	*Chenan*	Noon
		Tuesday, 5th,
Swatow, Amoy and Foochow	*Haiyang*	1.00 P M
		Kowloon P.O.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and EUROPE via Marseilles—due Marseilles, 5th Sept.	*Aeneas*	Reg. 1.00 P M
		Letters 1.00 P M
		G.P.O.
		Reg. 1.45 P M
		Letters 2.30 P M
Manila, Australia and New Zealand via Brisbane—due Brisbane, 19th August	*Melbourne Maru*	Reg. 4.15 P M
Foochow via Swatow	*Chip Shing*	Letters 5.00 P M
Swatow and Amoy	*Ormer*	5.00 P M
		5.00 P M
		Wednesday, 6th,
Swatow	*Hopsang*	8.30 A M
Manila and Java via Sourabaya	*Tjikarang*	10.30 A M
		Parcels Noon
Straits and Calcutta	*Kumsang*	Letters 1.00 P M
Amoy	*Teman*	5.00 P M
		Parcels 5.00 P M
Shanghai, Japan, Canada, U.S.A., C. and S. America and *EUROPE via Vancouver, B.C.—due Vancouver, B.C., 22nd Aug., and *Europe via Siberia	*Emp. of Japan*	Thursday, 7th,
		Reg. 9.15 A M
		Letters 10.00 A M
		Friday, 8th,
Wei Hai Wei via Swatow and Foochow	*Kweichow*	10.30 A M
Swatow, Amoy and Foochow	*Hai Ning*	2.00 P M
Shanghai	*Chengtu*	3.30 P M
		Saturday, 9th,
Hoihow, Pakhoi and Haiphong	*Tean*	8.30 A M
		Tuesday, 13th
Manila	*Empress of Asia*	3.30 P M

*Superscribed correspondence only.

CHINESE IN U.S.A.

WIVES OF AMERICAN CITIZENS.

Great interest has been shown during the past few months by many Chinese-American citizens in Hong Kong concerning the rumoured passage of an Act by Congress permitting the admission of Chinese wives of American citizens into the country. The following memorandum from the U.S. Consul in Hong Kong will therefore be read with interest by some members of the Chinese community.

"By an Act of the Congress of the United States, approved June 13, 1930, it is now provided that Chinese wives of American citizens, who were married prior to the approval of the Immigration Act of 1924, which was approved May 26, 1924, may now receive *visas* to proceed to the United States, provided conclusive proof of the marriage occurring prior to May 26, 1924, is submitted.

"The procedure connected with the application requires that the husband execute a petition in which the essential facts of his citizenship and marriage are set forth, and to which there are attached the affidavits of two American citizens attesting to the truthfulness of the statements made therein. This petition is then forwarded by the applicant to the Commissioner-General of Immigration of the Department of Labour, who is empowered to approve or disapprove such petition. If the petition is approved it is so endorsed and forwarded to the American Consulate-General and is the authority for the issuance of a *visa* to the wife of the petitioner.

"The legislative intent is that the two citizens attesting to the petition must be residents of the United States.

"The petition must be executed before an American Consul if the husband is abroad, and must then be forwarded by the petitioner to the United States for completion."

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA.

Pres. Garfield, Dollar, Aug. 10.
Pres. Polk, Dollar, Aug. 24.

AMOY.

Haiching, Douglas, Aug. 1.
Talamba, B.I., Aug. 2, 6 a.m.
Anking, B. & S., Aug. 3.
Tjisalak, J.C.J.L., Aug. 3.
Chenan, B. & S., Aug. 4.
Haiyang, Douglas, Aug. 5.
Namsang, Jardine's, Aug. 5.
Tjibadak, J.C.J.L., Aug. 7.
Tsinan, B. & S., Aug. 7.
Haining, Douglas, Aug. 8.
Antung, B. & S., Aug. 10.
Talma, B.I., Aug. 14.
Tjisaroea, J.C.J.L., Aug. 17.
Kutsang, Jardine's, Aug. 19.
Shirala, B.I., Aug. 19.
Tjisondari, J.C.J.L., Aug. 21.
Hosang, Jardine's, Aug. 31.

ANTWERP.

Kalyan, P. & O., Aug. 2.
Ceylon, Gilman's, Aug. 3.
Haruna Maru, N.Y.K., Aug. 9.
Kamo Maru, N.Y.K., Aug. 19.
Kashmir, P. & O., Aug. 30.

AUSTRALIAN PORTS.

Nellore, E. & A., Aug. 2, 11 a.m.
Kitano Maru, N.Y.K., Aug. 19.
Changte, B. & S., Aug. 22.

BALTIMORE.

City of Delhi, Bank, Aug. 7.
Rhexenor, B.F., Aug. 22.
Irisbank, Bank, Aug. 24.

BANGKOK.

Kalgan, B. & S., Aug. 3.
Kiangsu, B. & S., Aug. 10.

BARCELONA.

Doric Star, Dodwell's, Aug. 8.
Delagoa Maru, N.Y.K., Aug. 14.

BELAWAN-DELI.

Cremer, J.C.J.L., Aug. 14.

BOMBAY

Tamba Maru, N.Y.K., Aug. 11.
Rajputana, P. & O., Aug. 16.
Kidderpore, P. & O., Aug. 19.
Penang Maru, N.Y.K., Aug. 28.

BOSTON.

Atago Maru, N.Y.K., Aug. 5.
City of Delhi, Bank, Aug. 7.
Pres. Garfield, Dollar, Aug. 10.
Chinese Prince, Furness, Aug. 12.
Rhexenor, B.F., Aug. 22.
Irisbank, Bank, Aug. 24.
Pres. Polk, Dollar, Aug. 24.
Tokiwa Maru, N.Y.K., Aug. 24.
Siamese Prince, Furness, Aug. 26.

BREMEN.

Witell, Melchers, Aug. 4.
Witram, Melchers, Aug. 14.
Main, Melchers, Aug. 24.

BRINDISI.

Moncalieri, Dodwell's, Aug. 8.

CALCUTTA.

Kumsang, Jardine's, Aug. 6.
Nagato Maru, N.Y.K., Aug. 8.
Bengal Maru, N.Y.K., Aug. 15.
Suisang, Jardine's, Aug. 15.
Tilawa, B.I., Aug. 16.
Namsang, Jardine's, Aug. 23.
Talamba, B.I., Aug. 23.

CASABLANCA.

Philoctetes, B.F., Aug. 19.

CEBU.

Rhexenor, B.F., Aug. 22.

CHEFOO.

Kueichow, B. & S., Aug. 8.
Huichow, B. & S., Aug. 22.

COLOMBO.

Kalyan, P. & O., Aug. 2.
Aeneas, B.F., Aug. 5.
Glenamoy, Jardine's, Aug. 8.
Haruna Maru, N.Y.K., Aug. 9.
Pres. Garfield, Dollar, Aug. 10.
Tamba Maru, N.Y.K., Aug. 11.
D'Artagnan, M.M., Aug. 12.
Delagoa Maru, N.Y.K., Aug. 14.
Rajputana, P. & O., Aug. 16.
Kamo Maru, N.Y.K., Aug. 19.
Kidderpore, P. & O., Aug. 19.
Pres. Polk, Dollar, Aug. 24.
Angers, M.M., Aug. 26.
Glengarry, Jardine's, Aug. 28.
Penang Maru, N.Y.K., Aug. 28.
Kashmir, P. & O., Aug. 30.

DALNY.

Chenan, B. & S., Aug. 4.
Yingchow, B. & S., Aug. 11.
Patroclus, B.F., Aug. 23.

DUTCH PORTS.

Kalyan, P. & O., Aug. 2.
Ceylon, Gilman's, Aug. 3.
Witell, Melchers, Aug. 4.
Aeneas, B.F., Aug. 5.
Vogtland, Jebsen, Aug. 5.
Doric Star, Dodwell's, Aug. 8.
Glenamoy, Jardine's, Aug. 8.
City of Madras, Bank, Aug. 9.
Haruna Maru, N.Y.K., Aug. 9.
Witram, Melchers, Aug. 14.
Duisburg, Jebsen, Aug. 19.
Kamo Maru, N.Y.K., Aug. 19.
Philoctetes, B.F., Aug. 19.
Main, Melchers, Aug. 24.
Glengarry, Jardine's, Aug. 28.
Kashmir, P. & O., Aug. 30.

FOOCHOW.

Haiching, Douglas, Aug. 1.
Chenan, B. & S., Aug. 4.
Haiyang, Douglas, Aug. 5.
Chipshing, Jardine's, Aug. 6.
Haining, Douglas, Aug. 8.
Kueichow, B. & S., Aug. 8.
Cheongshing, Jardine's, Aug. 17.
Hurichow, B. & S., Aug. 22.

GENOA.

Vogtland, Jebsen, Aug. 5.
Moncalieri, Dodwell's, Aug. 8.
Pres. Garfield, Dollar, Aug. 10.
Delagoa Maru, N.Y.K., Aug. 14.
Duisburg, Jebsen, Aug. 19.
Dardanus, B.F., Aug. 21.
Pres. Polk, Dollar, Aug. 24.

GLASGOW.

Aeneas, B.F., Aug. 5.
Dardanus, B.F., Aug. 21.

HAIPHONG AND HOIHOW.

Tean, B. & S., Aug. 9.
Chengtu, B. & S., Aug. 21.

HAMBURG.

Ceylon, Gilman's, Aug. 3.
Witell, Melchers, Aug. 4.
Vogtland, Jebsen, Aug. 5.
Doric Star, Dodwell's, Aug. 8.
Glenamoy, Jardine's, Aug. 8.
City of Madras, Bank, Aug. 9.
Witram, Melchers, Aug. 14.
Duisburg, Jebsen, Aug. 19.
Philoctetes, B.F., Aug. 19.
Main, Melchers, Aug. 24.
Glengarry, Jardine's, Aug. 28.

HAVRE.

Doric Star, Dodwell's, Aug. 8.
Dardanus, B.F., Aug. 21.

HONOLULU.

Shinyo Maru, N.Y.K., Aug. 13.
Tatsuta Maru, N.Y.K., Aug. 21.
Ginyo Maru, N.Y.K., Aug. 27.

JAPAN PORTS

Kashmir, P. & O., Aug. 1.
Talamba, B.I., Aug. 2, 6 a.m.
Agra, Gilman's, Aug. 2.
Ramses, Jebsen, Aug. 2.
Tyndareus, B.F., Aug. 2.
Anhalt, Melchers, Aug. 4.
Fiume-L, Dodwell's, Aug. 4.
Lycaon, B.F., Aug. 4.
Atago Maru, N.Y.K., Aug. 5.
Namsang, Jardine's, Aug. 5.
Yokohama Maru, N.Y.K., Aug. 5.
Borda, P. & O., Aug. 6.
Emp. of Japan, C.P.S., Aug. 7.
Malacca Maru, N.Y.K., Aug. 8.
Kashima Maru, N.Y.K., Aug. 9.
Lahn, Melchers, Aug. 9.
Kanagawa Maru, N.Y.K., Aug. 12.
Tanda, E. & A., Aug. 12.
Shinyo Maru, N.Y.K., Aug. 13.
Talma, B.I., Aug. 14.
Alipore, P. & O., Aug. 15.
City of Athens, Bank, Aug. 15.
Mantua, P. & O., Aug. 15.
Carignano, Dodwell's, Aug. 16.
Calchas, B.F., Aug. 17.
Kuma Maru, N.Y.K., Aug. 17.
Sauerland, Jebsen, Aug. 17.
Sphinx, M.M., Aug. 18.
Kutsang, Jardine's, Aug 19
Shirala, B.I., Aug. 19.
Emp. of Asia, C.P.S., Aug. 20.
Tatsuta Maru, N.Y.K., Aug. 21.
Protesilaus, B.F., Aug. 23.
Tokiwa Maru, N.Y.K., Aug. 24.
Ginyo Maru, N.Y.K., Aug. 27.
Eurypylus, B.F., Aug. 28.
Autolycus, B.F., Aug. 29.
Carnarvonshire, Jardine's, Aug. 29.
Kashgar, P. & O., Aug. 29.
Berrima, P. & O., Aug. 31.
Hosang, Jardine's, Aug. 31.
General Metzinger, M.M., Sept. 1.

JAVA PORTS.

Tjikarang, J.C.J.L., Aug. 6.
Tjileboet, J.C.J.L., Aug. 12.
Tjibadak, J.C.J.L., Aug. 17.
Tjisalak, J.C.J.L., Aug. 24.

LIVERPOOL.

Doric Star, Dodwell's, Aug. 8.
Delagoa Maru, N.Y.K., Aug. 14.
Dardanus, B.F., Aug. 21.

LONDON.

Kalyan, P. & O., Aug. 2.
Aeneas, B.F., Aug. 5.
Doric Star, Dodwell's, Aug. 8.
Glenamoy, Jardine's, Aug. 8.
City of Madras, Bank, Aug. 9.
Haruna Maru, N.Y.K., Aug. 9.
Rajputana, P. & O., Aug. 16.
Kamo Maru, N.Y.K., Aug. 19.
Philoctetes, B.F., Aug. 19.
Glengarry, Jardine's, Aug. 28.
Kashmir, P. & O., Aug. 30.

LOS ANGELES.

Pres. Jefferson, A.M.L., Aug. 12.
Shinyo Maru, N.Y.K., Aug. 13.
Tatsuta Maru, N.Y.K., Aug. 21.
Pres. Lincoln, Dollar, Aug. 26.
Ginyo Maru, N.Y.K., Aug. 27.

MANILA.

Nellore, E. & A., Aug. 2, 11 a.m.
Pres. Jefferson, A.M.L., Aug. 2.
Tjikarang, J.C.J.L., Aug. 6.
Pres. Garfield, Dollar, Aug. 10.
City of Delhi, Bank, Aug. 12.
Pres. Grant, A.M.L., Aug. 12.
Pres. Lincoln, Dollar, Aug. 16.
Kitano Maru, N.Y.K., Aug. 19.
Tjibadak, J.C.J.L., Aug. 16.
Changte, B. & S., Aug. 22.
Rhexenor, B.F., Aug. 22.
Pres. Polk, Dollar, Aug. 24.

MARSEILLES.

Kalyan, P. & O., Aug. 2.
Witell, Melchers, Aug. 4.
Aeneas, B.F., Aug. 5.
Haruna Maru, N.Y.K., Aug. 9.
Pres. Garfield, Dollar, Aug. 10.
Delagoa Maru, N.Y.K., Aug. 11.
D'Artagnan, M.M., Aug. 12.
Witram, Melchers, Aug. 14.
Rajputana, P. & O., Aug. 16.
Kamo Maru, N.Y.K., Aug. 19.
Kidderpore, P. & O., Aug. 19.
Philoctetes, B.F., Aug. 19.
Main, Melchers, Aug. 24.
Pres. Polk, Dollar, Aug. 24.
Angers, M.M., Aug. 26.
Kashmir, P. & O., Aug. 30.

NAPLES.

Haruna Maru, N.Y.K., Aug. 9.
Pres. Garfield, Dollar, Aug. 10.
Chinese Prince, Furness, Aug. 12.
Kamo Maru, N.Y.K., Aug. 23.
Pres. Polk, Dollar, Aug. 24.
Siamese Prince, Furness, Aug. 26.

NEW YORK, BOSTON, etc.

Atago Maru, N.Y.K., Aug. 5.
City of Delhi, Bank, Aug. 7.
Pres. Garfield, Dollar, Aug. 10.
Chinese Prince, Furness, Aug. 12.
Kuma Maru, N.Y.K., Aug. 17.
Rhexenor, B.F., Aug. 22.
Irisbank, Bank, Aug. 24.
Pres. Polk, Dollar, Aug. 24.
Tokiwa Maru, N.Y.K., Aug. 24.
Siamese Prince, Furness, Aug. 26.

NEWCHWANG.

Chenan, B. & S., Aug. 4.
Yingchow, B. & S., Aug. 11.

NORTH CHINA PORTS.

Patroclus, B.F., Aug. 23.
Derfflinger, Melchers, Aug. 26.

PANAMA.

Atago Maru, N.Y.K., Aug. 5.
Kuma Maru, N.Y.K., Aug. 17.
Tokiwa Maru, N.Y.K., Aug. 24.
Ginyo Maru, N.Y.K., Aug. 27.

PENANG.

Kalyan, P. & O., Aug. 2.
Aeneas, B.F., Aug. 5.
Kumsang, Jardine's, Aug. 6.
Nagato Maru, N.Y.K., Aug. 8.
Haruna Maru, N.Y.K., Aug. 9.
Pres. Garfield, Dollar, Aug. 10.
Tamba Maru, N.Y.K., Aug. 11.
Cremer, J.C.J.L., Aug. 14.
Bengal Maru, N.Y.K., Aug. 15.
Suisang, Jardine's, Aug. 15.
Rajputana, P. & O., Aug. 16.
Tilawa, B.I., Aug. 16.
Kamo Maru, N.Y.K., Aug. 19.
Kidderpore, P. & O., Aug. 19.
Namsang, Jardine's, Aug. 23.
Talamba, B.I., Aug. 23.
Pres. Polk, Dollar, Aug. 24.
Penang Maru, N.Y.K., Aug. 28.
Kashmir, P. & O., Aug 30.

RANGOON.

Nagato Maru, N.Y.K., Aug. 8.
Bengal Maru, N.Y.K., Aug. 15.

SAIGON.

D'Artagnan, M.M., Aug. 12.
Angers, M.M., Aug. 26.

SANDAKAN.

Mausang, Jardine's, Aug. 1.
Nellore, E. & A., Aug. 2, 11 a.m.
Hinsang, Jardine's, Aug. 14.

SAN FRANCISCO.

Atago Maru, N.Y.K., Aug. 3.
Pres. Jefferson, A.M.L., Aug. 12.
Shinyo Maru, N.Y.K., Aug. 13.
Kuma Maru, N.Y.K., Aug. 17.
Tatsuta Maru, N.Y.K., Aug. 21.
Tokiwa Maru, N.Y.K., Aug. 24.
Pres. Lincoln, Dollar, Aug. 26.

SCANDINAVIAN PORTS.

Ceylon, Gilman's, Aug. 3.

SEATTLE.

Tyndareus, B.F., Aug. 2.
Pres. McKinley, A.M.L., Aug. 5.
Yokohama Maru, N.Y.K., Aug. 5.
Pres. Grant, A.M.L., Aug. 19.
Protesilaus, B.F., Aug. 23.

SHANGHAI.

Kashmir, P. & O., Aug. 1.
Agra, Gilman's, Aug. 2.
Ramses, Jebsen, Aug. 2.
Kwaisang, Jardine's, Aug. 3.
Sinkiang, B. & S., Aug. 3.
Anhalt, Melchers, Aug. 4.
Chenan, B. & S., Aug. 4.
Fiume-L, Dodwell's, Aug. 4.
Lycaon, B.F., Aug. 4.
Atago Maru, N.Y.K., Aug. 5.
Szechuen, B. & S., Aug. 5.
Yokohama Maru, N.Y.K., Aug. 5.
Borda, P. & O., Aug. 6.
Hopsang, Jardine's, Aug. 6.
Asia, Manners, Aug. 7.
Emp. of Japan, C.P.S., Aug. 7.
Tjibadak, J.C.J.L., Aug. 7.
Tsinan, B. & S., Aug. 7.
Chengtu, B. & S., Aug. 8.
Malacca Maru, N.Y.K., Aug. 8.
Kashima Maru, N.Y.K., Aug. 9.
Lahn, Melchers, Aug. 9.
Hangsang, Jardine's, Aug. 10.
Yingchow, B. & S., Aug. 11.

SHANGHAI.—*(Continued).*

Kanagawa Maru, N.Y.K., Aug. 12.
Oanfa, B.F., Aug. 12.
Sunning, B. & S., Aug. 12.
Shinyo Maru, N.Y.K., Aug. 13.
Waishing, Jardine's, Aug. 13.
Alipore, P. & O., Aug. 15.
City of Athens, Bank, Aug. 15.
Mantua, P. & O., Aug. 15.
Carignano, Dodwell's, Aug. 16.
Calchas, B.F., Aug. 17.
Kuma Maru, N.Y.K., Aug. 17.
Sauerland, Jebsen, Aug. 17.
Sphinx, M.M., Aug. 18.
Kutsang, Jardine's, Aug 19.
Emp. of Asia, C.P.S., Aug. 20.
Tatsuta Maru, N.Y.K., Aug. 21.
Tjisondari, J.C.J.L., Aug. 21.
Patroclus, B.F., Aug. 23.
Tokiwa Maru, N.Y.K., Aug. 24.
Derfflinger, Melchers, Aug. 26.
Eurypylus, B.F., Aug. 28.
Autolycus, B.F., Aug. 29.
Carnarvonshire, Jardine's, Aug. 29.
Kashgar, P. & O., Aug. 29.
Berrima, P. & O., Aug. 31.
Afrika, Manners, Sept. 1.
General Metzinger, M.M., Sept. 1.

SINGAPORE.

Kalyan, P. & O., Aug. 2.
Anking, B. & S., Aug. 3.
Witell, Melchers, Aug. 4.
Aeneas, B.F., Aug. 5.
Bingo Maru, N.Y.K., Aug. 6.
Kumsang, Jardine's, Aug. 6.
Doric Star, Dodwell's, Aug. 8.
Glenamoy, Jardine's, Aug. 8.
Moncalieri, Dodwell's, Aug. 8.
Nagato Maru, N.Y.K., Aug. 8.
Haruna Maru, N.Y.K., Aug. 9.
Antung, B. & S., Aug. 10.
Pres. Garfield, Dollar, Aug. 10.
Tamba Maru, N.Y.K., Aug. 11.
City of Delhi, Bank, Aug. 12.
D'Artagnan, M.M., Aug. 12.
Cremer, J.C.J.L., Aug. 14.
Delagoa Maru, N.Y.K., Aug. 14.
Witram, Melchers, Aug. 14.
Bengal Maru, N.Y.K., Aug. 15.
Suisang, Jardine's, Aug. 15.
Rajputana, P. & O., Aug. 16.
Tilawa, B.I., Aug. 16.
Kamo Maru, N.Y.K., Aug. 19.
Kidderpore, P. & O., Aug 19
Philoctetes, B.F., Aug. 19.
Dardanus, B.F., Aug. 21.
Rhexenor, B.F., Aug. 22.
Namsang, Jardine's, Aug. 23.
Talamba, B.I., Aug. 23.
Main, Melchers, Aug. 24.
Pres. Polk, Dollar, Aug. 24.
Angers, M.M., Aug. 26.
Glengarry, Jardine's, Aug. 28.
Penang Maru, N.Y.K., Aug. 28.
Kashmir, P. & O., Aug. 30.

SOUTH AFRICAN PORTS.

Tinhow, Bank, Aug. 4.
Bingo Maru, N.Y.K., Aug. 6.

SOUTH AMERICAN PORTS.

Bingo Maru, N.Y.K., Aug. 6.
Ginyo Maru, N.Y.K., Aug. 27.

SWATOW.

Haiching, Douglas, Aug. 1.
Tjisalak, J.C.J.L., Aug. 2.
Anking, B. & S., Aug. 3.
Kalgan, B. & S., Aug. 3.
Kwaisang, Jardine's, Aug. 3.
Sinkiang, B. & S., Aug. 3.
Tjisalak, J.C.J.L., Aug. 3.
Haiyang, Douglas, Aug. 5.
Szechuen, B. & S., Aug. 5.
Chipshing, Jardine's, Aug. 6.
Hopsang, Jardine's, Aug. 6.
Haining, Douglas, Aug. 8.
Kueichow, B. & S., Aug. 8.
Antung, B. & S., Aug. 10.
Kiangsu, B. & S., Aug. 10.
Hangsang, Jardine's, Aug. 10.
Sunning, B. & S., Aug. 12.
Waishing, Jardine's, Aug. 13.
Cheongshing, Jardine's, Aug. 17.
Tjisaroea, J.C.J.L., Aug. 17.
Hurichow, B. & S., Aug. 22.

TIENTSIN.

Chipshing, Jardine's, Aug. 6.
Kueichow, B. & S., Aug. 8.
Cheongshing, Jardine's, Aug. 17.
Huichow, B. & S., Aug. 22.

TRIESTE AND VENICE.

Moncalieri, Dodwell's, Aug. 8.

TSINGTAO.

Kwaisang, Jardine's, Aug. 3.
Sinkiang, B. & S., Aug. 3.
Szechuen, B. & S., Aug. 5.
Hopsang, Jardine's, Aug. 6.
Hangsang, Jardine's, Aug. 10.
Sunning, B. & S., Aug. 12.
Waishing, Jardine's, Aug. 13.
Patroclus, B.F., Aug. 23.

VANCOUVER, B.C.

Tyndareus, B.F., Aug. 2.
Yokohama Maru, N.Y.K., Aug. 5.
Emp. of Japan, C.P.S., Aug. 7.
Emp. of Asia, C.P.S., Aug. 20.
Protesilaus, B.F., Aug. 23.

VICTORIA, B.C.

Tyndareus, B.F., Aug. 2.
Pres. McKinley, A.M.L., Aug. 5.
Yokohama Maru, N.Y.K., Aug. 5.
Emp. of Japan, C.P.S., Aug. 7.
Pres. Grant, A.M.L., Aug. 19.
Emp. of Asia, C.P.S., Aug. 20.
Protesilaus, B.F., Aug. 23.

VLADIVOSTOCK.

Agra, Gilman's, Aug. 2.
Calchas, B.F., Aug. 17.
Carnarvonshire, Jardine's, Aug. 29.

WEIHAIWEI.

Kueichow, B. & S., Aug. 8.
Huichow, B. & S., Aug. 22.
Patroclus, B.F., Aug. 23.

EXPECTED ARRIVALS AND MOVEMENTS.

Aeneas due from Shanghai Aug. 5.
Alderamin due from Shanghai Aug. 8.
Alipore due from Europe Aug. 14.
Anhalt due from Europe Aug. 4.
Atago Maru due from Japan Aug. 2.
Autolycus due from Europe Aug. 29.
Benledi due from Singapore Aug. 3.
Benvrackie due from Europe Aug. 2.
Berrima due from Europe Aug. 30.
Bingo Maru due from Japan Aug. 6.
Borda due from Singapore Aug. 6.
Calchas due from Europe Aug. 17.
Carignano due from Colombo Aug. 16.
Changte due from Australia Aug. 12.
City of Athens due from Europe Aug. 13.
City of Delhi due from Shanghai Aug. 8.
City of Worcester due from New York Aug. 7.
Cremer due from Straits Aug. 5.
Dardanus due from Japan Aug. 21.
Delagoa Maru due from Japan Aug. 13.
Derfflinger due from Europe Aug. 26.
Emp. of Asia due from Japan Aug. 11.
Emp. of Japan due from Southampton Aug. 2, 6 a.m.
Eurypylus due from Europe Aug. 28.
Fiume-L due from Saigon Aug. 3.
G. Diederichsen due from Java Aug. 2.
Ginyo Maru due from U.S.A. Aug. 13.
Haruna Maru due from Japan Aug. 8.
Kalyan due from Shanghai Aug. 1, about noon.
Kamo Maru due from Japan Aug. 18.
Kashgar due from Europe Aug. 28.
Kashima Maru due from Straits Aug. 8.
Kidderpore due from Japan Aug. 19.
Kitano Maru due from Japan Aug. 18.
Korea Maru due from Japan Aug. 2
Kuma Maru due from Japan Aug. 16.
Lahn due from Europe Aug. 9.
Lycaon due from Europe Aug. 4.
Malacca Maru due from Straits Aug. 3.
Mantua due from Europe Aug. 14.
Melbourne Maru due from Japan Aug. 5.
Nagato Maru due from Japan Aug. 6.
Nelleus due from New York Aug. 12.
Nellore due from Japan Aug. 1.
Oanfa due from Europe Aug. 12.
Patroclus due from Europe Aug. 22.
Philoctetes due from Japan Aug. 19.
Pres. Garfield due from Japan Aug. 10.
Pres. Grant due from Japan Aug. 11.
Pres. Jefferson due from Shanghai Aug. 1.
Pres. McKinley due from Manila Aug. 4.
Protesilaus due from Japan Aug. 14.
Rajputana due from Japan Aug. 16.
Ramses due from Europe Aug. 2.
Sauerland due from Europe Aug. 17.
Shinyo Maru due from Shanghai Aug. 7.
Talamba arrived from Singapore July 31.
Talma due from Calcutta Aug. 12.
Tamba Maru due from Japan Aug. 11.
Tanda due from Australia Aug. 11.
Tatsuta Maru due from U.S.A. Aug. 11.
Tilawa due from Japan Aug. 14.
Tjibadak due from Java Aug. 6.
Tjikarang due from Amoy Aug. 5.
Tjileboet due from Keelung Aug. 10.
Tjiliwong due from Sandakan Aug. 4.
Tjisalak arrived from Manila July 31.
Tjisaroea due from Java Aug. 15.
Tjisondari due from Java Aug. 20.
Tokiwa Maru due from Japan Aug. 23.
Tyndareus arrived from Europe July 21.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BENVENUE."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONG KONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., whence, and/or from the wharves Delivery may be obtained.

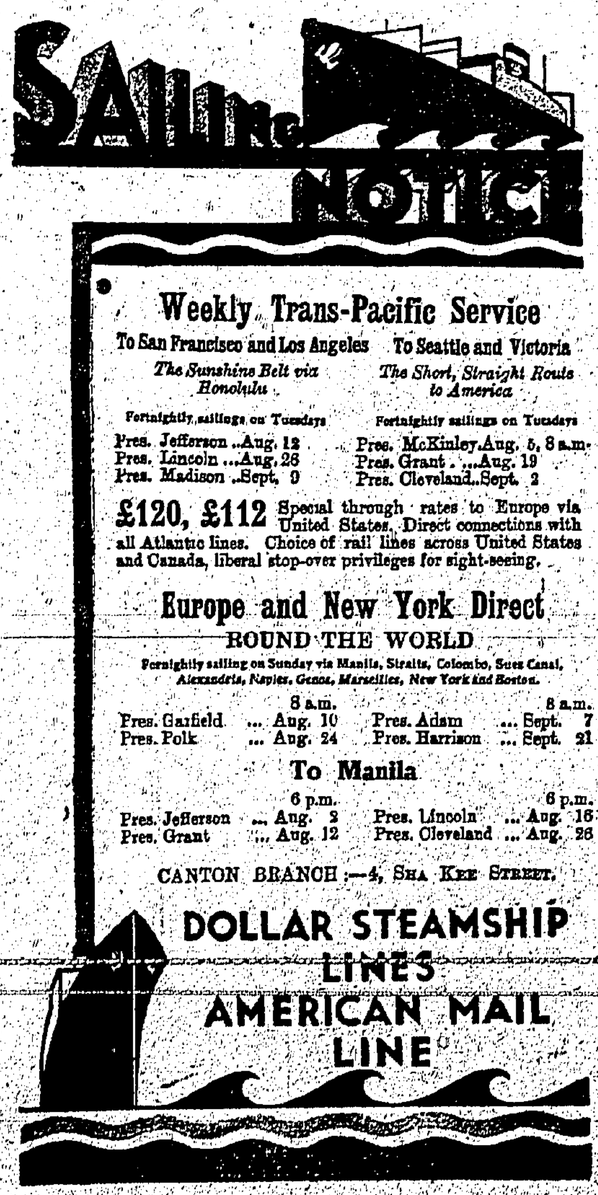
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st August, 1930, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th August, 1930, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 31st July, 1930, at 10 A.M., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., LTD., Agents.

Hong Kong, 25th July, 1930. [9678



Weekly Trans-Pacific Service

To San Francisco and Los Angeles		To Seattle and Victoria	
The Sunshine Belt via Honolulu		*The Short, Straight Route to America*	
Fortnightly sailings on Tuesdays		Fortnightly sailings on Tuesdays	
Pres. Jefferson	Aug. 12	Pres. McKinley	Aug. 5, 8 a.m.
Pres. Lincoln	Aug. 26	Pres. Grant	Aug. 19
Pres. Madison	Sept. 9	Pres. Cleveland	Sept. 2

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct
ROUND THE WORLD

Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

	8 a.m.		8 a.m.
Pres. Garfield	Aug. 10	Pres. Adam	Sept. 7
Pres. Polk	Aug. 24	Pres. Harrison	Sept. 21

To Manila

	6 p.m.		6 p.m.
Pres. Jefferson	Aug. 2	Pres. Lincoln	Aug. 16
Pres. Grant	Aug. 12	Pres. Cleveland	Aug. 26

CANTON BRANCH:—4, SHA KEE STREET.

DOLLAR STEAMSHIP LINES
AMERICAN MAIL LINE

40 DAYS TO NEW YORK.

O.S.K. EXPRESS FREIGHT SERVICE.

The Osaka Shosen Kaisha's New York liner Kinai-maru, which sailed from Hong Kong to New York on June 20, arrived at Los Angeles on July 27, two days earlier than present schedule.

She made her fastest record in arriving at Los Angeles, taking only 11 days from Yokohama, whence she sailed on July 16.

The owners are confident that she will arrive at New York within 40 days from Hong Kong, a voyage which would meet the ever-increasing demand for quick dispatch.

The Tokai-maru, a sister-ship of the Kinai-maru, is to sail from Hong Kong for New York and Baltimore on August 21, and is also expected to make fast time.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s STEAMER "KASHMIR"

ARRIVED HONG KONG ON 31ST JULY, 1930.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORT SAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 21st August, 1930, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & Co., Agents.

Hong Kong, 31st July, 1930. [9694

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "ANGERS."

ARRIVED HONG KONG ON TUESDAY, THE 29TH JULY, 1930.

FROM MARSEILLES, &c.

CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery can be obtained as the Goods are landed.

Goods not cleared within 7 days including date of arrival will be subject to Rent.

All Claims must be sent to the Undersigned before Thursday, the 7th August, 1930, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Saturday, the 2nd August, 1930.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

E. OHL, Agent.

Hong Kong, 29th July, 1930. [9689

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Motor Vessel "JAPANESE PRINCE" having arrived from the above Port on 27th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Saturday, 2nd August, at 10 a.m.

All Claims must be presented within 15 Days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th August, 1930, will be subject to Rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

FURNESS (FAR EAST), LTD., 2nd Floor, King's Building, Connaught Road, Telephone 23165.

Hong Kong, 27th July, 1930. [9684

CHINA NAVIGATION
COMPANY, LIMITED.

Amoy, Swatow & Singapore	"ANKING"	On 3rd Aug.,	10 a.m.
Swatow, Shanghai & Tsingtao	"SINKIANG"	On 3rd Aug.,	2 p.m.
Swatow & Bangkok	"KALGAN"	On 3rd Aug.,	3 p.m.
Amoy, Foochow, Santuao, Shanghai, Newchwang & Dalny	"CHENAN"	On 4th Aug.,	5 p.m.
Swatow, Shanghai & Tsingtao	"SZECHUEN"	On 5th Aug.,	2 p.m.
Amoy & Shanghai	"TSINAN"	On 7th Aug.,	Daylight
Swatow, Foochow, Weihaiwei, Chefoo & Tientsin	"KUEICHOW"	On 8th Aug.,	Noon
Shanghai	"CHENGTU"	On 8th Aug.,	5 p.m.
Hoihow, Pakhoi & Haiphong	"TEAN"	On 9th Aug.,	10 a.m.
Amoy, Swatow & Singapore	"ANTUNG"	On 10th Aug.,	10 a.m.
Swatow, Shanghai & Tsingtao	"STEAMER"	On 10th Aug.,	2 p.m.
Swatow & Bangkok	"KIANGSU"	On 10th Aug.,	3 p.m.
S'hai., Newchwang & Dalny	"YINGCHOW"	On 11th Aug.,	5 p.m.
Swatow, Shanghai & Tsingtao	"SUNNING"	On 13th Aug.,	2 p.m.
Hoihow, Pakhoi & Haiphong	"CHENGTU"	On 21st Aug.,	10 a.m.
Swatow, Foochow, Weihaiwei, Chefoo & Tientsin	"HUICHOW"	On 22nd Aug.,	Noon

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Telephone 30331. Agents.
CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

TRAVEL A.-O. LINE

To AUSTRALIA. Calling at Manila (P. Is.), Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE - TAIPING (OIL BURNERS)

FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, SURGEON and STEWARDESS CARRIED.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, £95 RETURN
" " " LONDON (via Australia) from £141/10/-
(Australian Newspapers on file)

STEAMER	Due Hong Kong	Leaves Hong Kong	Leaves Manila	Due Sydney
Changte	12th Aug.	22nd Aug.	25th Aug.	10th Sept.
Taiping	12th Sept.	23rd Sept.	26th Sept.	12th Oct.

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents.—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "ASIA"
on or about
16th SEPTEMBER
For PORT SAID, DUNKIRK, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

Other Sailings:—	Shanghai, etc.	Continent, etc.
M.S. "Afrika" ...	1st Sept.	5th Oct.
M.S. "Malaya" ...	1st Oct.	7th Nov.
M.S. "Danmark" ...	31st Oct.	10th Dec.

Optional Bills of Lading issued to United Kingdom Ports
For further particulars, please apply to:—
JOHN MANNERS & CO., LTD.
Telephone 24071. Mercantile Bank Building, Agents. [41

PRINCE LINE

FREQUENT SERVICE
TO
BOSTON AND NEW YORK
CALLING AT NAPLES

CHINESE PRINCE	... ...	August 12th
SIAMESE PRINCE	... ...	August 26th
MALAYAN PRINCE	... ...	September 11th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

Fare—Hong Kong to Naples.....£58

For other Passage rates, Freight, etc., apply to:—

FURNESS (FAR EAST) LIMITED.
(Incorporated in Great Britain.)
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Telephone: 23165. Telegrams: Furnprince.

KONINKLYKE PAKETVAART MAATSCHAPPY.
(Royal Packet Navigation Co. of Batavia)

THE MOTOR VESSEL
"CREMER"
Due to sail to SINGAPORE, BELAWAN-DELI and PENANG, on 14th August, at Noon.
Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—£14.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to a destinations in the Netherlands East Indies and Australia.

Agents:—
JAVA-CHINA-JAPAN-LIJN.
Telephone 28015. York Buildings, Chater Road. [12

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

Station	July 30, 1930. Hong Kong Standard Time	Barometer at Sea Level: Inches	Millrs.	Temperature	Humidity	Wind: Direction	Force (Beaufort)	Weather (Beaufort)	July 31, 1930. Hong Kong Standard Time	Barometer at Sea Level: Inches	Millrs.	Temperature	Humidity	Wind: Direction	Force (Beaufort)	Weather (Beaufort)
Wladivostock	12	29.78	755.2	86	...	NW	2	c	6	29.78	756.5	73	...	N	2	c
Nemuro	11	29.88	759.0	...	...	SW	3	...	5	29.88	759.0	...	...	SSW	2	...
Hakodate	"	29.78	756.5	...	...	SSE	1	...	"	29.75	755.5	...	...	ESE	1	...
Tokio	"	29.59	751.5	...	...	ENE	3	...	"	29.61	752.0	...	...	SSW	2	...
Kochi	"	29.57	751.0	...	...	N	1	...	"	29.51	749.5	...	...	...	0	...
Nagasaki	"	29.67	753.5	...	...	WNW	1	...	"	29.67	753.5	...	...	...	0	...
Kagoshima	"	29.65	753.0	...	...	W	1	...	"	29.65	753.0	...	...	...	...	...
Oshima	"	29.67	753.5	...	...	...	0	...	"	29.67	753.5	...	...	...	0	...
Naha	"	29.65	753.0	...	...	SE	2	...	"	29.65	753.0	...	...	SE	1	...
Ishigakijima	"	29.55	750.5	...	...	SW	5	...	"	29.55	750.5	...	...	SSW	4	...
Bonin Island	"	29.63	752.5	...	...	SSW	2	...	"	29.78	756.5	...	...	SSW	1	...
Chefoo	15	29.70	754.4	81	87	...	0	o	6	29.71	754.6	75	95	E	1	o
Shanghai	14	29.54	750.3	84	85	E	4	o	"	29.53	750.0	79	100	E	4	r
Gutzlaff	"	29.59	751.6	81	92	ESE	4	o	"	29.56	750.8	78	95	ESE	4	o
Wenchow	"	29.46	748.2	77	94	SSE	4	r	6	...	...	...	...	...	...	...
Foochow	"	...	...	80	91	SSW	2	o	7	29.32	744.7	80	95	N	2	o
Amoy	"	29.31	744.5	83	96	SSW	4	o	6	29.28	743.7	80	92	SSW	4	r
Swatow	"	29.33	745.0	85	86	SW	3	c	"	29.30	744.9	80	91	SW	2	o
Taihoku	11	29.45	747.9	82	86	...	0	o	5	29.46	748.2	77	98	...	0	o
Taichu	"	29.52	749.7	77	...	S	2	r	"	29.50	749.4	75	...	S	2	r
Tainan	"	29.57	750.3	79	...	SSW	4	r	"	29.47	748.5	79	...	SSE	2	r
Koshun	"	29.58	751.2	81	...	SW	4	r	"	29.53	750.0	81	...	SSW	4	r
Pescadores	"	29.46	748.2	79	...	SSW	2	o	"	29.41	747.0	79	...	SSW	6	r
Hong Kong	14	29.46	748.2	83	82	SW	4	od	6	29.38	746.3	79	92	WSW	2	o
Gap Rock	"	29.50	749.3	82	...	SW	5	o	"	29.42	747.2	82	...	SW	6	o
Macao	"	29.46	748.2	81	94	W	4	o	"	29.36	745.8	79	91	W	4	o
Hoihow	"	29.50	749.3	87	70	W	2	o	"	...	...	...	...	...	...	...
Pratas Island	"	29.54	750.3	88	87	SW	5	o	6	29.48	748.8	81	90	SSW	6	o
Phulien	15	29.48	748.8	90	73	SSW	2	o	7	29.50	749.7	79	98	NW	4	o
Tourane	"	29.56	750.9	90	...	N	2	b	"	29.58	751.2	82	...	S	2	o
Cape St. James	"	...	...	...	...	...	...	...	"	29.82	757.5	77	...	SW	4	of
Basco	14	29.59	751.5	82	81	WSW	6	o	6	...	...	...	...	...	...	...
Aparri	"	29.60	751.8	90	55	SSW	4	o	"	...	...	...	...	...	...	...
Tuguegarao	"	...	...	...	...	...	...	...	"	...	...	...	...	...	...	...
Vigan	"	29.69	754.2	79	96	S	4	o	"	29.66	753.3	79	80	SSW	1	b
Manila	"	29.72	754.8	90	69	SW	4	o	"	29.71	754.5	82	84	W	4	o
Legaspi	"	29.68	753.9	90	69	SW	4	b	"	...	...	...	...	...	...	...
Calboyog	"	29.72	754.8	86	78	SW	4	o	"	29.73	755.1	81	80	W	2	o
Tacloban	"	29.71	754.5	90	57	NW	4	o	"	29.73	755.1	77	91	NW	1	b
Iloilo	"	29.72	754.8	86	58	SW	4	b	"	29.75	755.7	82	77	SW	4	o
Cebu	"	29.71	754.5	86	71	SSW	6	o	"	29.74	755.4	81	80	SW	4	b
Surigao	...	29.73	755.1	86	58	SW	4	o	"	29.74	755.4	81	80	SW	2	o
Saipan	11.00	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...
Guam	12.22	29.73	755.1	...	...	E	4	o	4.22	...	...	...	...	...	...	...
Yap	11.00	29.73	755.1	...	...	WNW	2	o	5	...	...	...	...	...	...	...
Pelew	"	...	...	...	...	...	...	...	"	...	...	...	...	...	...	...
Labuan	14	29.81	757.2	88	62	S	4	b	6	29.82	757.4	80	87	S	6	b

July 31*d.* 10*h.* 22*m.*—A somewhat deep depression remains over S.E. China.
The Bonins typhoon has curved westward towards Kobe.
Shanghai warning, 30*d.* 17*h.* 00*m.*—Typhoon of unknown intensity within 120 miles of Lat. 33° N. Long. 119° E., filling up. Recd. 30*d.* 17*h.* 50*m.*
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0·42 inch. Total since January 1, 60·12 inches, against an average of 51·56 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON AUGUST 1.

District.	Forecast.
1.—Formosa Channel	S. winds, fresh.
2.—South coast of China between Hong Kong and Lamocks	S.W. winds, fresh; generally overcast, occasional rain.
3.—Hong Kong to Gap Rock	
4.—South coast of China between Hong Kong and Hainan	W. winds, fresh.

T. F. CLAXTON, *Director.*

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, July 31.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.41	29.41	29.34
Temperature	85	82	82
Humidity	80	86	84
Wind—Direction	WSW	WSW	SW
Force	4	2	4
Weather	O	O	O
Rain	0.25	0.00	0.22

Highest open-air Temperature, 30: 85
Lowest open-air Temperature, 31: 79

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

To the Publishers
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from ..... 1930 .....
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$15.00 per annum to any part of the world (including postage).

HONG KONG TIDE TABLE.

From August 1 to 7, 1930.

Days of Week	Date of Month	High Water: Hong Kong Standard Time	ft. in.	Low Water: Hong Kong Standard Time	ft. in.
		h. m.		h. m.	
Fri.	1	m 2 41	5 0	m 8 14	2 9
		3 7 a	5 0	8 43 a	2 7
Sat.	2	m 3 30	5 3	m 10 8	2 8
		4 32 a	4 4	9 28 a	3 2
Sun.	3	m 4 22	5 7	m 11 53	2 4
		6 21 a	4 0	10 16 a	3 5
Mon.	4	m 5 16	6 0	1 9 a	1 9
		8 12 a	3 9	11 7 a	3 6
Tues.	5	m 6 11	6 4	—	—
		9 22 a	3 9	2 1 a	1 5
Wed.	6	m 7 3	6 7	m 0 1	3 7
		10 4 a	4 0	2 41 a	1 1
Thur.	7	m 7 51	7 0	m 0 55	3 7
		10 32 a	4 1	3 16 a	0 9

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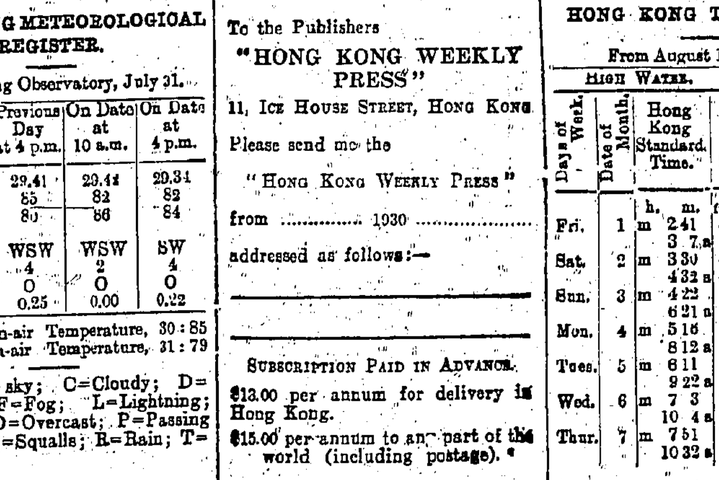

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D.W.I. 940 Tons. B.P.H.: 600. Speed: 8.77 Knots.
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INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI ...	"KWAISANG"	Sun., 3rd Aug., at 10 a.m.
	"HOPSANG"	Wed., 6th Aug., at 10 a.m.
	"HANGSANG"	Sun., 10th Aug., at 10 a.m.
	"WAISHING"	Wed., 13th Aug., at 10 a.m.
SINGAPORE, PENANG & CALCUTTA ...	"KUMSANG"	Wed., 6th Aug., at 3 p.m.
	"SUISANG"	Fri., 15th Aug., at 3 p.m.
	"NAMSANG"	Satur., 23rd Aug., at 3 p.m.
OSAKA via AMOY S'HAI. & KOBE ...	"KUTSANG"	Tues., 19th Aug., at 7 a.m.
OSAKA via AMOY, MOJI & KOBE ...	"NAMSANG"	Tues., 5th Aug., at 7 a.m.
	"HOSANG"	Sun., 31st Aug., at 7 a.m.
SANDAKAN ...	"MAUSANG"	Fri., 1st Aug., at Noon
	"HINSANG"	Thurs., 14th Aug., at Noon
TIENTSIN via SWATOW & FOOCHOW ...	"CHIPSHING"	Wed., 6th Aug., at 7 a.m.
	"CHEONGSHING"	Sun., 17th Aug., at 7 a.m.

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Motor Vessel "GLENGARRY" ... (via Oran)... 28th Aug.

To Shanghai, Kobe, Yokohama & Vladivostock.

Steamship	"CARNARVONSHIRE" ...	29th Aug.
Motor Vessel	"GLENBEG"	12th Sept.
Motor Vessel	"GLENLUCE"	29th Sept.
Steamship	"PEMBROKESHIRE"	10th Oct.
Steamship	"GLENIFFER"	24th Oct.

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THROUGH BOOKINGS TO AMERICA VIA EUROPE
AND TO EUROPE VIA AMERICA.

NEXT SAILINGS TO EUROPE:—

Freight	S.S.	"Witell"	departure 4th Aug.
Freight	S.S.	"Witram"	departure 14th Aug.
Freight	S.S.	"Main"	departure 24th Aug.
Freight	S.S.	"LAHN"	departure 11th Sept.
Pass.	S.S.	"DERFFLINGER" ...	departure 20th Sept.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & N. China (Passenger steamers) Japan (Freight steamers)

Freight	S.S.	"Anhalt"	due here 4th Aug.
Freight	S.S.	"Lahn"	due here 9th Aug.
Pass.	S.S.	"DERFFLINGER" ...	due here 26th Aug.
Freight	S.S.	"Isar"	due here 6th Sept.
Pass.	S.S.	"SAARBRUECKEN" ...	due here 24th Sept.

HONG KONG—NEW GUINEA

S.S. "BREMERHAVEN"
will sail from Hong Kong for RABAUL on about 6TH SEPT., 1930.

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FOR
SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)

HAICHING	Friday,	the 1st Aug., at 3 p.m.
HAIYANG	Tuesday,	the 5th Aug., at 2 p.m.
HAINING	Friday,	the 8th Aug., at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) and Return by the same Steamer at the Reduced Rate of $35.00 including Meals while the Steamer is in Port.
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CANADIAN PACIFIC

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14 DAYS FROM CHINA AND 9 DAYS FROM JAPAN
TO CANADA AND U.S.A.

	Hong Kong Leave	Shanghai Leave	Kobe Leave	Yokohama Leave	Vancouver Arrive
Empress of Japan	Aug. 7	Aug. 10	Aug. 12	Aug. 14	Aug. 22
Empress of Asia*	Aug. 20	Aug. 23	Aug. 26	Aug. 28	Sept. 6
Empress of Canada	Sept. 4	Sept. 7	Sept. 9	Sept. 11	Sept. 19
Empress of Russia*	Sept. 17	Sept. 20	Sept. 23	Sept. 25	Oct. 4
Empress of Japan	Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 17
Empress of Asia*	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
Empress of Canada	Oct. 30	Nov. 2	Nov. 4	Nov. 6	Nov. 14
Empress of Russia*	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 29
Empress of Japan	Nov. 27	Nov. 30	Dec. 2	Dec. 4	Dec. 12
Empress of Asia*	Dec. 10	Dec. 13	Dec. 16	Dec. 18	Dec. 27
Empress of Canada	Dec 25	Dec. 28	Dec. 30	Jan. 1	Jan. 9
Empress of Russia*	Jan. 7	Jan. 10	Jan. 13	Jan. 15	Jan. 24
Empress of Japan	Jan. 29	Feb. 1	Feb. 3	Feb. 5	Feb 13
Empress of Asia*	Feb. 25	Feb. 28	Mar. 3	Mar. 5	Mar. 14
Empress of Canada	Mar. 12	Mar. 15	Mar. 17	Mar. 19	Mar. 27

*(Call at Nagasaki the day after departure from Shanghai)

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" " " Kobe " G.$105.00
" " " Yokohama " G.$117.50
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SHINYO MARU ... ... Wednesday, 13th August
TATSUTA MARU ... ... Thursday, 21st August

SEATTLE, VICTORIA via Shanghai & Japan Ports.
YOKOHAMA MARU ... Tuesday, 5th August

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.
HARUNA MARU ... ... Saturday, 9th August
KAMO MARU ... ... Tuesday, 19th August

SYDNEY & MELBOURNE via Manila & Ports.
KITANO MARU ... ... Tuesday, 19th August
ATSUTA MARU ... ... Tuesday, 23rd September

BOMBAY via Singapore, Penang & Colombo.
TAMBA MARU ... ... Monday, 11th August
† PENANG MARU ... ... Thursday, 28th August

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
GINYO MARU ... ... Wednesday, 27th August

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
BINGO MARU ... ... Wednesday 6th August

NEW YORK, BOSTON via PANAMA.
† ATAGO MARU (Calls Philadelphia) ... Tuesday, 5th August
† TOKIWA MARU ... ... Sunday, 24th August

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.
† DELAGOA MARU ... ... Monday, 11th August

CALCUTTA via Singapore, Penang & Rangoon.
† NAGATO MARU ... ... Friday, 8th August
† BENGAL MARU ... ... Friday, 15th August

SHANGHAI, KOBE & YOKOHAMA.
† MALACCA MARU ... ... Friday, 8th August
KASHIMA MARU ... ... Saturday, 9th August
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To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

D'ARTAGNAN	12th Aug.
ANGERS	26th Aug.
SPHINX	16th Sept.
G. METZINGER	30th Sept.
ANDRE LEBON	14th Oct.
PORTHOS	28th Oct.
CHENONCEAUX	11th Nov.
ATHOS II	26th Nov.

To Yokohama via Shanghai and Kobe.

SPHINX	18th Aug.
G. METZINGER	1st Sept.
ANDRE LEBON	15th Sept.
PORTHOS	29th Sept.
CHENONCEAUX	13th Oct.
ATHOS II	27th Oct.
D'ARTAGNAN	11th Nov.
ANGERS	25th Nov.

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Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 6,400 TONS; THROUGH CARGO 16,400 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

	Cargo for H.K.	Through Ports.
British.		
Anking,		
Singapore	230	54
Taiyuan,		
Canton	—	100
Haiching,		
Foochow	250	—
Hop Sang,		
Shanghai	624	1,278
Linan, Canton	—	103
	1,104	1,535
America.		
Illinois,		
Kobe	1,607	1,401
	1,607	1,401
Dutch.		
Van Heutsz,		
Amoy	—	891 891
Swedish.		
Agra, Manila	1,855	7,000
	1,855	7,000
Norwegian.		
Bronxville,		
Brouxville,	—	50 3,200
Japanese.		
Canton Maru,		
Keelung	969	—
Seikai Maru,		
Tsukunis	800	2,400
Rokko Maru,		
Sen	50	—
	1,819	2,400
Chinese.		
Tak Hing,		
Au Tau	38	38 — —
	6,473	16,427

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:—

	Arr.	Dep.
British	5	5
American	1	0
Dutch	1	0
Danish	1	0
Swedish	1	0
Norwegian	2	1
Japanese	3	3
Chinese	1	1
	15	10

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Anking (British), Singapore, Amoy	37
Taiyuan (British), Canton	52
Haiching (British), Foochow, Swatow	110
Van Heutsz (Dutch), Amoy, Swatow	570
Canton Maru (Japanese), Keelung, Swatow	107
Tak Hing (Chinese), Autau	29
	914

WARSHIPS IN HARBOUR.

The following warships were in the harbour yesterday:—
Basin.—Tamar, Seamew.
North Arm.—Serapis.
In Dock.—Sepoy and Sterling.
Foreign Men-of-War.—Portuguese cruiser Adamastor, French gunboat Vigilante, French despatch vessel Tahune, and U.S. gunboat Helena.

ARRIVALS.

July 30.

Agra, Swedish m.s. 2,605 tons, Capt. O. Abenius, from Manila, Kowloon Wharf.—Gilman.

July 31.

Clara Jebsen, Danish str., 1,143 tons, Capt. J. Davidsen, from Canton, buoy No. C41.—Jebsen & Co.

Hupeh, British str., 1,205 tons, Capt. F. W. Jenkins, from Amoy, buoy No. B34.—B. & S.

Kashmir, British str., 5,554 tons, Capt. R. Mallalue, from London *vid* Singapore, Kowloon Wharf.—Mackinnon Mackenzie.

Linan, British str., 1,356 tons, Capt. W. J. Lalor, from Canton, buoy No. B13.—B. & S.

Talamba, British str., 3,844 tons, Capt. P. W. Rowe, from Calcutta *vid* port, Kowloon Wharf.—Mackinnon Mackenzie & Co.

Tonjer, Norwegian str., 1,948 tons, Capt. H. Rasmussen, from Canton, buoy No. B50.—Dodwell & Co.

Tjisalak, Dutch str., 3,617 tons, Capt. C. J. de Graaff, from Manila, buoy No. A5.—J.C.J.L.

CLEARANCES.

July 31.

Apoey, for Hongay.
Bintang, for Swatow.
Canton, for Haiphong.
Clara Jebsen, for Hoihow.
Halvard, for Saigon.
Hupeh, for Canton.
Hydrangea, for Swatow.
Illinois, for Manila.
Kashmir, for Shanghai.
Linan, for Swatow.
Mau Sang, for Sandakan.
Newchwang, for Shanghai.
Seikai Maru, for Singapore.
Tai Poo Sek, for K. C. Wan.
Tonjer, for Chinwangtao.

SHIPS IN HARBOUR.

The following were in harbour yesterday:—

WHARVES.—Kowloon: Yamagata Maru, Chichibu Maru; O.S.K.: Deli Maru, Canton Maru; Douglas, Lapraik: Haiching; Chiu On: Hydrangea.

DOCKS.—Kowloon: Ulrikka, Rizal, Torborg, Vigilante, Planorbis, Taiposek; Taikoo: Shing Cheong, Storviken, Kaimilon, Tjipanas, Natica, Solar, Wing Wo.

BUOYS.—A2, Nellore; A3, Tyndareus; A5, Tjisalak; A6, Yokohama Maru; B7, Anking; B9, Kingyuan; A10 Illinois, B11 Amagesan Maru, B12, Kalgan; B13, Linan; C19, Halvard; B24, Kalyan; A25, Tinhow; A26, Seikai Maru; A27, G. Hind; A29, Van Heutsz; B32, Kwai Sang; C35, Taipoosek; C37, Shun Lee; B38, Telemachus; C39, Canton; C41, Clara Jebsen; C44, Bintang; C47, Nam Sang; B50, Tonger.

SHIPPING MOVEMENTS.

Silk forwarded from Hong Kong by the R.M.S. Empress of Canada on July 10 arrived in New York on July 20, having been 20 days in transit.

The s.s. Borda left Singapore for this port on the 31st instant at 6 a.m., and is due here on the 6th prox. at about 6 a.m.

The Ben Line s.s. Benledi from Middlesbro', London and Straits left Singapore for this port on July 30 and is due to arrive here on August 3.

The s.s. Fiume-L. sailed from Saigon on July 31, and is due here on August 3.

The s.s. Carignano sailed from Colombo on July 31, and is expected here on August 16.

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EXPRESS SERVICE PANAMA

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THE PREMIER ALL WATER ROUTE TO NEW YORK and other U.S. Atlantic Ports via Panama.

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S.S. "CITY OF MADRAS"	London, Rotterdam, Hamburg & Hull	9th August
M.V. "CITY OF LILLE"	London, Rotterdam, Hamburg & Hull	18th September

NEW YORK, BOSTON & BALTIMORE ..... AMERICAN AND MANCHURIAN LINE

S.S. "CITY OF DELHI"	7th August
S.S. "CITY OF SWANSEA"	7th October

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BOSTON, NEW YORK & BALTIMORE ..... AMERICAN & ORIENTAL LINE

M.V. "IRISBANK" ... 24th August

MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE

S.S. "TINHOW" ... 4th August

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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination
†"KALYAN"	9,144	2nd Aug., Noon	Mars., L'don., Hull, R'dm. & A'werp.
"RAJPUTANA"	16,568	16th Aug.	Bombay, Marseilles and London.
*"KIDDERPORE"	5,334	19th Aug.	Straits, Colombo, B'bay & Karachi.
†"KASHMIR"	8,985	30th Aug.	Mars., L'don., Hull, R'dm. & A'werp.
"MANTUA"	10,946	13th Sept.	Bombay, Marseilles & London.
†"KASHGAR"	9,005	27th Sept.	Mars., L'don., Hull, R'dm. & A'werp.
"MALWA"	10,980	11th Oct.	Marseilles & London.
†"KHYBER"	9,114	25th Oct.	Mars., L'don., Hull, R'dm. & A'werp.
"MACEDONIA"	11,120	8th Nov.	Bombay, Marseilles and London.
*"NAGPORE"	5,283	15th Nov.	Marseilles and London.
†"KARMALA"	9,128	22nd Nov.	Bombay, Marseilles & London.
"RAWALPINDI"	16,619	6th Dec.	do.
†"KALYAN"	9,144	20th Dec.	Mars., L'don., Hull, R'dm. & A'werp
		1931	
"RANCHI"	16,650	3rd Jan.	Marseilles and London.
"KASHMIR"	8,985	17th Jan.	Mars., L'don., Hull, R'dm. & A'werp
"COMORIN"	15,132	31st Jan.	Marseilles and London.
"KASHGAR"	9,005	14th Feb.	do.
"MALWA"	10,980	28th Feb.	do.
"MACEDONIA"	11,120	14th Mar.	do.

* Cargo only. † Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"TILAWA"	10,006	16th Aug.	Singapore, Penang & Calcutta
"TALAMBA"	3,018	23rd Aug.	do.
"TALMA"	10,000	11th Sept.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

*"NELLORE"	6,853	2nd Aug., 11 a.m.	Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,956	5th Sept.	
"ST. ALBANS"	4,500	3rd Oct.	

* Will call Sandakan.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KASHMIR"	8,985	1st Aug., Noon	S'hai., Moji, Kobe & Yokahama
"TALAMBA"	3,018	2nd Aug., 6 a.m.	Amoy, Moji, Kobe & Osaka.
*"BORDA"	—	6th Aug.	Shanghai & Kobe
"TALMA"	10,000	10th Aug.	Amoy, Moji, Kobe & Osaka.
*"ALIPORE"	5,273	15th Aug.	Shanghai, Moji & Kobe.
"MANTUA"	10,946	15th Aug.	S'hai., Moji, Kobe & Yokohama.
"KASHGAR"	9,005	29th Aug.	do.
*"BERRIMA"	—	31st Aug.	Shanghai & Kobe.
"MALWA"	10,980	12th Sept.	S'hai., Moji, Kobe & Yokohama.
*"NAGPORE"	5,283	23rd Sept.	do.
"KHYBER"	9,114	26th Sept.	do.
"MOREA"	10,954	10th Oct.	do.
"KARMALA"	9,128	19th Oct.	do.
"MACEDONIA"	11,120	24th Oct.	do.
*"BENALLA"	—	27th Oct.	Shanghai & Kobe.
"RAWALPINDI"	16,619	7th Nov.	S'hai., Kobe & Yokohama.
"KALYAN"	9,144	22nd Nov.	S'hai., Moji, Kobe & Yokohama
"RANCHI"	16,650	5th Dec.	S'hai., Kobe & Yokohama.
"KASHMIR"	8,985	20th Dec.	S'hai., Moji, Kobe & Y'hama.
		1931	
"COMORIN"	15,132	3rd Jan.	S'hai., Moji, Kobe & Y'hama.
"KASHGAR"	9,005	17th Jan.	do.
"MALWA"	10,980	31st Jan.	do.
"MACEDONIA"	11,120	14th Feb.	do.
"RAWALPINDI"	16,619	28th Feb.	S'hai., Kobe & Yokohama.
"KHIVA"	9,135	14th Mar.	Amoy, Moji, Kobe & Y'hama
"RAJPUTANA"	16,586	27th Mar.	S'hai., Kobe & Yokohama.
"KALYAN"	9,144	10th Apr.	S'hai., Moji, Kobe & Y'hama.
"COMORIN"	15,132	24th Apr.	Shanghai, Kobe & Yokohama.
"KASHMIR"	8,985	8th May	S'hai., Moji, Kobe & Yokohama.
"RANCHI"	16,650	22nd May	do.

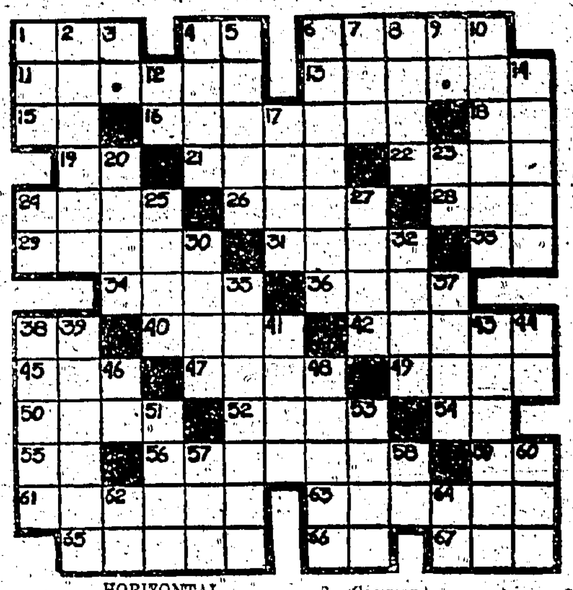
* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONG KONG. Agents.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS
(with limited, but exceptionally good, passenger accommodation.)
LOADING DIRECT FOR
ANTWERP, ROTTERDAM or AMSTERDAM, HAMBURG AND SCANDINAVIA.
s.s. "CEYLON" Sailing about 3rd August
SHANGHAI, JAPAN PORTS AND VLADIVOSTOCK.
m.v. "AGEA" Sailing about 2nd August
Passenger Rates Hong Kong to Europe... ...£60.
For further particulars apply to the Agents:—
GILMAN & CO., LTD. Hong Kong. G. E. HUYGEN Canton.

CROSSWORD PUZZLE AND YESTERDAY'S SOLUTION.



HORIZONTAL

1.—Beast's foot.
4.—Italian river.
6.—Citizen's dress.
11.—American cat.
13.—The East.
15.—French for and.
16.—Feeler.
18.—To act.
19.—Exists.
21.—Trees.
22.—Slender.
24.—Morally wrong.
26.—Soaks.
28.—To urge.
29.—Strikes out.
31.—Oceans.
33.—Bone.
34.—Non-clerical.
36.—Deep wheel tracks.
38.—Hypothetical force.
40.—To cease.
42.—Slang: a dialect.
45.—Small.
47.—Ages.
49.—Shower.
50.—To and in.
52.—Lubricants.
54.—Father.
55.—Symbol for nickel.
56.—Coins.
59.—Compass point.
61.—Swiss city.
63.—Delicate and elegant.
65.—Europeans.
66.—Type measure.
67.—Custom.

VERTICAL

1.—American author.
2.—Lively.
3.—Pronoun.
4.—Small horse.
5.—Aquatic mammal.
6.—Huge.
7.—Vase.
8.—Command.
9.—Symbol for tellurium.
10.—Blue coloring substance.
12.—Musical note.
14.—Implement for graspings.
17.—Female sheep (plural).
20.—Part of window frame.
23.—Masculine pronoun.
24.—Edition (abbr.).
25.—Meadows.
27.—King of Israel.
30.—Location.
32.—To agitate.
35.—Luminous circle about stars.
37.—To break suddenly.
38.—Due.
39.—Refused.
41.—Ache.
43.—Very large persons.
44.—Upon.
46.—French for and.
48.—To slip.
51.—To unclose.
53.—Line of juncture.
57.—Night before.
58.—Symbol for silicon.
60.—Organ of head.
62.—Symbol for sodium.
64.—Greek letter.

No. 1709

		C	L	A	M	P		S	P	O	U	T
C	O	O	P	E	R		T	O	P	P	E	D
H	I	N	T		E	R	A	S	E		D	O
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D	E	C	E	N	T		E	R	O	D	E	D
		B	I	N	D	S		G	A	T	E	S

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued & Fully Paid-up...$30,000,000
Reserve Funds:—
Sterling £6,500,000
Silver $9,500,000

Reserve Liability of Proprietors $30,000,000

HEAD OFFICE: HONG KONG.

Board of Directors:
J. A. PLUMMER, Esq., Chairman.
Hon. Mr. C. G. S. MACKIE, Deputy Chairman.
W. H. Bell, Esq.
A. H. Compton, Esq.
B. Lander Lewis, Esq.
G. Miskin, Esq.
Hon. Mr. J. J. Paterson.
T. E. Pearce, Esq.
T. H. R. Shaw, Esq.
J. P. Warren, Esq.
Chief Manager:
V. M. GRAYBURN, Esq.

BRANCHES:—

Amoy	Ipoh	Peiping
Bangkok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kowloon	Saigon
Calcutta	Kuala Lumpur	San Francisco
Canton	London	Shanghai
Chefoo	Lyon	Singapore
Colombo	Malacca	Sourabaya
Dairen	Manila	Sungei Patani
Foochow	Muar (Johore)	Tientsin
Haiphong	Mukden	Tokyo
Hamburg	Nagasaki	Tsingtao
Hankow	New York	Yokohama
Harbin	Peiping	
Hongkew	Penang	
Iloilo		

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.

Hong Kong, 16th July, 1930. [26

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONG KONG & SHANGHAI BANKING CORPORATION,
V. M. GRAYBURN,
Chief Manager.

Hong Kong, 16th July, 1930. [2

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL AND SURPLUS—
U.S. $4,500,000.

HEAD OFFICE:
11, BROAD STREET, NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.

Interest Rates on Application.

This Bank is entirely owned by THE CHASE NATIONAL BANK, NEW YORK whose Total Resources are U.S. $2,000,000,000.

D. M. BIGGAR,
Manager,

28]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

Established 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorised Capital
Gldrs. 150,000,000-
(£12,500,000.)
Paid-Up Capital...Gldrs. 80,000,000-
(£6,666,667.)
Reserve Fund.....Gldrs. 40,000,000-
(£3,333,333.)

Head Office:—Amsterdam.
Eastern Head Office:—Batavia.
BRANCHES:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Diember, Djokjakarta*, The Hague*, Jiddah, Kobe, Kota Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Pedang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden*.

*These offices have Safe Deposit Boxes To Let.

London Bankers:—
National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.

A. STOKKINK,
Acting Manager.

Hong Kong, 15th April, 1930. [30

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency.

AUTHORIZED CAPITAL.. $11,000,000
PAID-UP CAPITAL 5,665,800
RESERVE FUND 1,000,000

Branches:—
CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

London Bankers:—
THE LLOYDS BANK, LTD.

Correspondents
all Principal Cities of the World.

Foreign Exchange and Banking Business of every description transacted.

Safe Deposit Boxes (various sizes) at a Yearly Rental of from $5 to $40.

LOOK POONG SHAN,
Manager.

97]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

AGENCIES & BRANCHES:

ALOR STAR (Malay States)	HONG KONG	TONGKAH (Bhutet)
AMRITSAR	ILOILO	BANGOON
BANGKOK	IPOH	SAIGON
BATAVIA	KARACHI	SEMARANG
BOMBAY	KLANG	SEREMBAN
CALCUTTA	KOBE	SHANGHAI
CANTON	KUALA KANGSAR	SINGAPORE
CAWNPORE	KUALA LUMPUR	SOURABAYA
CEBU	KUCHING	TAIPING (F.M.S.)
COLOMBO	MADRAS	TAVOY
DAIREN	MANILA	TIENTSIN
DELHI	MEDAN	TOKYO
HAIPHONG	NEW YORK	TSINGTAO
HAMBURG	PEPING	YOKOHAMA
HANKOW	PENANG	ZAMBOANGA (Philippine Islands).
HARBIN (North Manchuria)	PESHAWAR	

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hong Kong, 9th Jan., 1929. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE
(Incorporated in France).
Prince's Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

	Frs.
Capital, fully paid-up ...	50,000,000
Special Working Capital	50,000,000
Reserves	23,319,000

BRANCHES:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Tourane	Quinhon	Hue
Thanh-hoa	Vinh	Pnom Penh
Peping	Shanghai	Tientsin
	Hong Kong	

BANKERS:
France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co., Banca Commerciale Italiana.
San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.

A. ROLLIN,
Manager.

Hong Kong, 1st July, 1929.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:—
15, Gracechurch Street, London, E.C. 3.

Authorized Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund and Rest...£1,343,506

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Karachi	Madras
Batavia	Kota Bharu	New York
Bombay	Kuala Krai	Penang
Calcutta	(Kelantan)	Port Louis
Colombo	Kuala Lipis	(Mauritius)
Delhi	(Pahang)	Rangoon
Galle	Kuala Lumpur	Shanghai
Hong Kong	Kuantan	Simla
Howrah	(Pahang)	Singapore
Ipoh		Sourabaya
Kandy		

HONG KONG BRANCH:
Every description of Banking and Exchange Business transacted.
Travellers Cheques issued.
Trustee and Executorships undertaken.

INTEREST allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

F. THOROUGOOD,
Acting Manager.

7, Queen's Road Central.
Hong Kong, 10th Apr., 1930. [29

BANK OF CHINA.

Reorganized October 20, 1923, under special charter of The National Government as an

INTERNATIONAL EXCHANGE BANK.

Subscribed Capital.....$25,000,000.00
Paid-Up Capital $24,710,200 00
Reserve Funds $2,320,503 82

HEAD OFFICE:—SHANGHAI.

HONG KONG BRANCH:
4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.

We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.

SHOU J. CHEN,
Manager.

You can rely wholeheartedly upon "Gold Flake" cigarettes. The popularity and demand they have achieved are very positive indications of their sterling quality.

Will's Gold Flake CIGARETTES

This advertisement is issued by the British-American Tobacco Co. (China) Ltd. EO-36

BANQUE DE L'INDO-CHINE.

Head Office:
36, Boulevard Haussmann, Paris.

Subscribed Capital Frs.72,000,000.00
Paid-up Capital ... Frs.68,400,000.00
Reserve Fund Frs.102,000,000.00

BRANCHES:

Bangkok	Hong Kong	Quinhon
Battambang	Hue	Saigon
Cantho	Mengtsz	Shanghai
Canton	Nam-Dinh	Singapore
Djibouti	Nounies	Thanhoa
Fort Bayard	Papeete	Tientsin
Haiphong	Peping	Tourane
Hankow	Pnom-Penh	Vinh
Hanoi	Pondicherry	Yunnanfu

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co.; of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.

A. LECOT,
Manager.

Hong Kong, 2nd May, 1929. [32

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) Yen 100,000,000
Reserve Fund ..... Yen 111,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Alexandria	Kai Yuen	Rangoon
Batavia	Karachi	Saigon
Bombay	Kobe	Soerabaya
Calcutta	London	San Francisco
Canton	Lyons	Seattle
Changchun	Los Angeles	Semarang
Dairen	Manila	Shanghai
(Dalny)	Nagasaki	Singapore
Fengtien	Nagoya	Shimonoseki
(Mukden)	Newchwang	Sydney
Hamburg	New York	Tientsin
Hankow	Osaka	Tokyo
Harbin	Peping	Tsinanfu
Hong Kong	Rio de Janeiro	Tsingtao
Honolulu		Vladivostock
Buenos Ayres (Temporarily closed).		(Temporarily closed).

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.

Hong Kong, March 10, 1930. [35

THE HO HONG BANK, LTD.
(Established 1917.)

CAPITAL:—

Authorised	Straits	$20,000,000
Issued	"	$8,000,000
Paid-up	"	$4,000,000
Reserve Liabilities of Shareholders ...	"	$4,000,000
Surplus	"	$2,526,000

HEAD OFFICE:—SINGAPORE.

Branches, Agencies and Correspondents in the principal cities of the world.

Every description of Banking and Exchange business transacted.

TAN ENG HOOI,
Manager.

THE AMERICAN EXPRESS COMPANY, INC.

HEAD OFFICE:
65, BROADWAY, NEW YORK.

Capital..... U.S.$6,000,000
Surplus..... U.S.$1,572,454
Reserves ..... U.S.$1,903,209

BRANCHES:—

Amsterdam	Constantinople	Lucerne	Palermo
Antwerp	Edinburgh	Luzano	Rotterdam
Athens	Florence	Luxor	Rome
Basle	Geneva	Marseilles	Stamboul
Berlin	Genoa	Monte Carlo	Shanghai
Biarritz	Glasgow	Malila	Southampton
Bombay	Havana	Munich	Singapore
Bremen	Hamburg	Montreux	St. Moritz
Brussels	Havre	Milan	Tientsin
Buenos Aires	Interlaken	Nice	Vienna
Cairo	Jerusalem	Naples	Venice
Calcutta	Lido	Piraeus	Yokohama
Cannes	London	Paris	Zurich
Colombo	Liverpool	Penang	
Copenhagen		Peking	

Branches of AMERICAN EXPRESS COMPANY in Principal Cities of United States of America and Canada.

All classes of Commercial Banking Transactions undertaken.

Personal investment accounts handled.

The Company offers to intending Travellers the use of its *"Travelers Cheques"* and Letters of Credit and, in addition the world wide services of its thoroughly equipped Travel Department.

Affiliated with
THE CHASE NATIONAL BANK
Resources .....Over G $2,600,000,000

E. W. DUGGAN,
Manager.

THE BLUE FUNNEL LINE

LONDON SERVICE.

"AENEAS" 5th Aug., For M'les., L'don., R'dam. & G'gow.
"PHILOCTETES" 19th Aug., For M'les., Casablanca, L'don., R'dam. & Hamburg.

LIVERPOOL SERVICE.

"DARDANUS" 21st Aug., For Genoa, Havre, L'pool. & Glasgow.
"NELEUS" 6th Sept., For Havre & Liverpool.

PACIFIC SERVICE (via KOBE & YOKOHAMA)

"TYNDAREUS" 2nd Aug. For Victoria, Vancouver & Seattle.
"PROTESILAUS" 23rd Aug. For Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"RHEXENOR" 22nd Aug. For New York, Boston & Baltimore via Suez.

INWARD SERVICE.

	Due	For
"LYCAON"	4th Aug.,	S'hai., Moji, Kobe & Yokohama.
"OANFA"	13th Aug.,	Shanghai & Hankow.

PASSENGER SERVICE

	Sails	For
"AENEAS"	5th Aug.,	Bangkok, Penang, Colombo & London.
"PATROCLUS"	23rd Aug.,	Swatow, Tsingtao, Weihaiwei, Taku & Dairen.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to:—

Butterfield & Swire,
Agents. [8

EXCHANGE.

CLOSING QUOTATIONS.

July 31, 1930.

ON LONDON:—	
Telegraphic Transfer...	1/3¾
Bank Bills, on demand	1/3¾
Bank Bills, 4 months' sight	1/3¾
Credits, 4 months' sight	1/3 15/16
Documents, 4 months' sight	1/4 1/16
ON PARIS:—	
Bank Bills, on demand	785
Credits, 4 months' sight	825
ON NEW YORK:—	
Bank Bills, on demand	31
Credits, 60 days' sight.	32¾
ON BOMBAY:—	
Telegraphic Transfer / Bank, on demand ...	85¾
ON CALCUTTA:—	
Telegraphic Transfer / Bank, on demand ...	85¾
ON SHANGHAI:—	Tls. 83
Bank, at sight	$11¾ dis.
ON YOKOHAMA:—	
On demand	62¾
ON MANILA.—On demand...	62¾
ON SINGAPORE:—	
On demand	55
ON BATAVIA:—On demand..	78¾
ON HAIPHONG:—	
On demand	78¾
ON SAIGON:—On demand...	
ON BANGKOK:—	
On demand	143¾
SOVEREIGNS, Bank's Buying Rate	1/3¾
BAR SILVER, per oz.	16

AGENCIES.

The London Office of the HONG KONG DAILY PRESS, 53, FLEET STREET, E.C.4., is constantly receiving Enquiries from Home Manufacturers regarding Suitable Firms to act as Agents for their products in Hong Kong and South China.

If Local Companies desirous of taking up further Agencies will let us know the Lines in which they are interested the information will be forwarded to London and passed on to interested parties as opportunity offers.

This Service is offered to our Readers without charge and, of course no obligation is incurred on either side.

The Required Information should be sent to the

HONG KONG DAILY PRESS, LTD
11, ICE HOUSE STREET,
Hong Kong.

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